

THE Hongkong Weekly Press

AND China Overland Trade Report.

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BIRTHS.

On the 1st inst., at Benfica, Robins'n Road, the wife of H. EHMER, of a son. [1758]
On the 2nd instant, at No. 51, Wyndham Street, the wife of CHARLES MOONEY, of a daughter. [1775]
On the 3rd inst., No. 2, Hillside, the wife of Mr. ST. C. MICHAELSEN, of a daughter. [1783]

ARRIVALS OF MAILS.

The American mail of the 2nd July arrived, per P. M. steamer *Gaelic*, on the 31st July (29 days); the Canadian mail of the 13th July arrived, per C. P. steamer *Empress of China*, on the 4th August (22 days); and the French mail of the 3rd July arrived, per M. M. steamer *Saghalien*, on the 4th August (32 days).

EPITOME OF THE WEEK.

The new German Minister-Resident and Consul-General at Bangkok, Baron Von Hartmann, arrived at his post on the 13th July.

Mr. Bibby, by permission of his directors, is to inspect the workings of the tin lode at Jelebu, and report on the same to the directors of the Jelebu Mining and Trading Company.

A Commission has been appointed by the Governor of Hongkong to inquire into the existence of insanitary properties in the colony and the means to be adopted to improve such properties and to abate overcrowding.

At a Committee meeting of the Yokohama Chamber of Commerce (Japanese), held on the 20th July, it was resolved to petition the Government for the abolition of export duties on raw silk, tea, marine products, copper, and other miscellaneous wares.

We are now informed that the new Chairman of the Eastern Extension Australasia and China Telegraph Company, in succession to the late Sir John Pender is the Marquis of Tweeddale, and not Admiral Sir Leopold Heath as previously advised. The latter gentleman probably becomes Chairman of the Eastern and South African Telegraph Company.

"The continued depreciation of silver" is the reason alleged by the Cable Companies for an important increase in rates which has been advertised. The rate between Shanghai and this has been doubled.

A report has reached the *Chih Nan Pao* from Peking that a certain official has advised the Government to consult Sir Robert Hart as to the levy of a tax upon Manila lottery tickets sold in Chinese territory.

The directors of the Indo-China Fire Insurance Co., which has just been formed at Haiphong, are to be paid by results. Until the shareholders have been paid 8 per cent., which absorbs fr. 20,000, the directors get nothing, but as the net profits increase so the remuneration advances, a net profit of fr. 30,000 giving them fr. 1,000, and a net profit of fr. 200,000 giving them fr. 35,000. The directors' fees are made the last charge on the funds.

The Nippon Yusen Kaisha advertise the opening of a new foreign service to Seattle in Oregon, the terminus of the Great Northern Railway. The *Mitake Maru* is to make the first voyage. She will start from Kobe on the 1st August and from Yokohama on the 5th, reaching her destination via Hawaii. Mr. Iwanaga, a director, and Mr. Masujima, a consulting lawyer, of the Company, are now in St. Paul, Minnesota, concluding a contract with Mr. Hill, President of the railway. The contract is expected to be signed and exchanged in a day or two.—*Japan Mail*.

The *Japan Gazette* of the 23rd July says:—Japan is a land of many misfortunes. Scarcely a month has passed since we were stirred with the tidings of a terrific sea-wave which hurled thirty thousand people to immediate death. Now from all parts of the country comes news of damages by floods. Railways are washed away, telegraph wires destroyed, and for the moment we are cut off from all communication with the outer world. The fertile plain of Gifu once again suffers fatality. Five years ago it was devastated by an earthquake that wrought frightful ruin. In 1892 it was submerged by floods and now it is also under water. It is time the Government began to recognize the danger of allowing river beds to silt up to a considerable height above the level of the surrounding country, for the gain to irrigation is more than counterbalanced by the danger in the rainy season.

The report of the Hongkong and Shanghai Bank for the half year ended 30th June shows that the net profits for that period, including \$312,780, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$1,470,795. The directors recommend the transfer of \$250,000 from the profit and loss account to credit of reserve fund, which will then stand at \$6,000,000. After making this transfer and deducting remuneration to directors there remains for appropriation \$1,205,790, out of which the directors recommend a dividend of one pound and five shillings per share, which will absorb \$444,444. The difference in exchange between 4/6, the rate at which the dividend is declared, and 2s. 2½d., the rate of the day, amounts to \$461,215. The balance \$300,134 to be carried to new profit and loss account.

From an Auckland telegram in Australian papers we learn that at Raratonga, on the afternoon of 17th June, between half-past two o'clock and half-past four, the sea rose and overflowed every five minutes, and then receded. The little harbours were nearly dry. It was on the 15th June that the great tidal wave occurred at Japan. Possibly the phenomenon at Raratonga may have had some connection with it.

On the night of the 29th July Hongkong and Macao were visited by a severe typhoon. The damage to house property was widely spread, but fortunately not very serious except in a few cases. Afloat the timely warning given enabled most vessels both native and foreign to seek places of safety, but a few junks were caught by the storm and wrecked and there was some loss of life. A foreign shipmaster, Captain Jay, of the schooner *Wuchow-fu*, was drowned while being hauled ashore by a rope at Wanchai, where his vessel was in difficulty; the accident occurred by his losing hold of the rope. The storm was the most severe that has been experienced since the memorable typhoon of 1874, but with the system of storm warnings that now exists, allowing adequate preparation to be made, accidents are confined within much narrower limits than was the case when typhoons burst on the colony unexpectedly. It is said, however, that had the storm of the 29th been of a little longer duration the native craft, even in their sheltered positions, would not have been able to withstand it, as they were nearly getting adrift or breaking up when the wind moderated.

The *N. C. Daily News* says:—The mandarins cannot in the future blame the merchants and wealthy people of China if in the event of another scarcity of funds the latter refuse to lend any more money to the Imperial Government. During the late war with Japan, under the promise of the Board of Revenue to refund at stated intervals the "Merchants' Loan," the Government were able to raise something like eight and a half million taels. Once the money was in their grasp the provincial authorities have been trying all kinds of subterfuges to retain this money, counselling the holders of loan scrip to invest their money in cotton mills, etc., projected by the notables and gentry of the treaty ports, who of course, are merely retired mandarins and the tools of those in office. Fortunately for the future good name of the Imperial Government a Censor has recently denounced this action of the provincial authorities and asks the Emperor to keep his word and order the refunding of the loan as each instalment falls due, to which the Emperor will probably give consent. It will be remembered we published some time ago the substance of a petition by a large number of local merchants praying the acting Viceroy Chang to permit them to get back their money when it fell due, "as the late war had crippled many of them and they wanted their money to prop up their business instead of investing in silk filatures, cotton mills, etc." The Viceroy's reply was that the petitioners did not know what was good for them, and in other words he vetoed the petition, although he said that "if the petitioners really wanted their money back he could not gainsay them," but then in cases like this an unwilling assent is often little more efficacious than a downright refusal.

THE CURRENCY OF CHINA.

The Kwangtung Mint is very far from being a blessing to this Colony. The subsidiary coin with which it floods Hongkong is not a boon. The tokens are not good silver and their intrinsic value is so low that it pays the Chinese money dealers to put them into general circulation because they purchase them at a discount and get them into circulation at par. We have allowed these inferior coins to come freely into the Colony and in a measure supersede the British token money, which is much better value. The latter only is accepted at the Government Offices and the Banks, but everywhere else the Cantonese tokens are in current use, and vast quantities of them are made up into rolls of five and ten dollars' worth, in which form they are used to pay bills, and in this way they are an unmitigated nuisance. Yet the Government, though these coins are a source of considerable annoyance and incidentally of much loss, do not, for some reason, see their way to legislate against their circulation in the Colony. They do not like to do so presumably because the Hongkong token money is still largely used on the opposite mainland, and if restrictive measures were adopted in this Colony against the Cantonese coins it might lead to retaliatory steps being adopted by the Viceroy. However that may be, the fact remains that the Cantonese subsidiary coins have become one of the small ills of life to the people of Hongkong. At the same time they are no doubt a great convenience to the people of the Two Kwang, where previously the cumbrous copper cash was the only medium of exchange in small transactions.

This fact is being realised in other provinces than Kwangtung. The Fukien Government have had a large quantity of silver coins minted for them at Canton, and His Excellency CHANG CHIH-TUNG has established a mint at Wuchang for the benefit of the Hu-kwang provinces. Another mint is to be established very shortly at Nanking, from which several more of the Central provinces will be supplied with a silver coinage. On the 17th April last a memorial from the Viceroy of Chili appeared in the *Peking Gazette* on the subject of coining silver dollars at Tientsin, and this has since been acceded to and the plant ordered from England. So favourably impressed are the Central Government with the idea of establishing mints for the issue of silver coins and thus relieving the stringent state of the copper cash market that they have given instructions to the Viceroy and Governments of the different provinces urging them to adopt this means of increasing the revenue. It is not the convenience of the people that is chiefly sought, but the profit on the minting of the subsidiary coins. This source of income was first recognised by CHANG CHIH-TUNG, and he deserves the credit of the discovery, for he did not fear to make the first experiment, by establishing the pioneer Mint in China at Canton. Of course he was not without pretty safe ground to calculate upon. He knew that there was a good profit on the manufacture, for he was well aware that the Hongkong Government

made a considerable revenue out of the subsidiary coins supplied to them from England. He knew also that the coins would be welcomed, for Hongkong had again demonstrated that fact; but he had the ingrained mistrust of all official undertakings felt by the populace to reckon with, the chance that they would hesitate to accept the production of a native Mint. CHANG took the risk, however, and his reward was substantial. The Mint has flourished ever since, and seems likely to continue to do so, unless it falls into native management some day and the silver becomes so debased as to be valueless. As it is the interest of the Government to maintain it at its present standard—by no means unduly high—the chances are that the coinage will go on increasing.

It is curious to note that up to the present date there are still, as a Shanghai contemporary points out, a number of important provinces wherein the silver dollar and the subsidiary coins are quite unknown. Neither Hunan nor Shensi use the dollar or know the familiar ten and twenty cent pieces; nor are they in circulation in Yunnan, Kweichow, Szechuen, and Kansuh. A supply is shortly to be sent from the Hupeh Mint at Wuchang to Chungking, where they will no doubt at first be received rather doubtfully, but when their convenience, as contrasted with the shoes of sycee, the copper cash, and other devices of exchange, is recognised they will not fail to prove as popular as they have in other portions of the Central Kingdom. It is rather singular, however, that the Central Government should have missed the opportunity afforded to further consolidate its influence and power by founding an Imperial Mint, the coins struck at which would serve for the whole of the great empire, and thus have established a national currency. The establishment of all these provincial Mints seems to tend in the direction of increasing the autonomy of the provinces errath than to tighten the hold over them of the Peking Government. The reason for this mistake—if mistake it be—in policy is not far to seek. The Peking Government have always been sluggish to a degree; they had not the energy to originate; and now that two or three provincial Mints have been started they do not care to disturb the arrangement, as it might provoke discontent. An opportunity has therefore been lost to the Chinese Imperial Government to put the coinage of the Empire on a sound basis like that of Japan, and the provinces will now make the profit and probably not make the dollars. The minting of dollars does not pay, hence the supply of silver tokens will be the congenial task to which the new Mints will chiefly devote their energies.

THE CHAMBER OF COMMERCE AND TRADE STATISTICS.

From the minutes of the last meeting of the Committee of the Chamber of Commerce it will be seen that it was decided to address the Government and suggest the omission of returns of the trade of the port from the Harbour Master's report in future, on the ground that the figures given of certain imports, being only partial, are necessarily misleading. In the letter to be addressed to the Government the reasons on which this opinion is founded will no doubt be set out at length. We are at present in ignorance of what those reasons may be, but they will have to be strong ones to induce the Government to adopt the

suggestion. The figures given by the Harbour Master must inevitably be incomplete in the conditions under which they have to be collected, but so far as they go they seem to be extremely useful and valuable. They afford a means of instituting a comparison between the trade of the port in one year and that in another, and although they may not be complete the incompleteness will probably be about the same in different years and will therefore not vitiate the comparison. It seems to us most desirable that we should have some approximately reliable barometer of the trade of the port, such as that afforded by the Harbour Master's returns. The figures of the tonnage entering and leaving used to be accepted for that purpose, but a few years ago we were assured that, though shipping is the lifeblood of the colony, an increase in the tonnage frequenting the port was compatible with declining trade. It is hardly necessary to dwell on the importance of knowing whether trade is really declining or expanding at any particular period. Any individual looking at the returns given in the Harbour Master's report might perhaps say that he did not see what use such figures could be to him in his own particular business, but to the community as a whole they appear to us to be very useful indeed. There can be little doubt now that the depression which commenced in 1889 and continued for the next three or four years, with its attendant financial stringency, was intensified by the exaggerated statements made concerning it and that the colony suffered materially thereby. Had we had returns of the trade of the port at that time the information they would have given, showing that there was really no diminution in the volume of business, would have had a tendency to restore public confidence and make things better all round. To the Government such information must be invaluable; indeed, it is difficult to see how the administration of the public finances can be intelligently carried on without some means of gauging the state of trade, or how the requirements of the colony in the matter of public works of certain descriptions and the appropriate times for entering upon expensive improvements can be properly determined. In his report on the Blue Book H.E. the Governor says the expectations he formed and gave expression to some four and a half years ago, "and which were then adversely criticized" and even treated in some quarters with "derision, have been or are in course of" "being fulfilled." Instead of vague expectations put forward on the one side and derided on the other there ought to be some standard to which all parties might refer when the commercial condition and prospects of the colony are in question. This the Harbour Master has attempted to supply, and although the figures collected by him may not be complete that does not seem a good reason for discontinuing the work. Even a defective barometer, though not so useful as a good one, may be of some service; and the defects being known they are not likely to mislead. The mercantile community of Hongkong does not want detailed statistics of the trade collected, or, it would perhaps be more correct to say, it does not want to supply such statistics, but we doubt if there is any strong objection to furnishing gross figures such as those collected by the Harbour Master and which are supplied voluntarily. The letter to be addressed by the Chamber of Commerce to the Government may place the matter in a different light, but at first view the Committee's recommendation does not strike us as discreet.

THE COMMISSION ON INSANITARY DWELLINGS AND ITS WORK.

The Commission appointed by H.E. the Governor to consider the questions of insanitary dwellings and the means of housing the poor is one of great importance to the welfare of the colony, but the solution of the difficult problem submitted could not have been entrusted to abler hands. The Hon. J. H. STEWART LOCKHART, Hon. C. P. CHATER, Hon. T. H. WHITEHEAD, Mr. N. J. EDE, and Mr. T. JACKSON constitute a body whose recommendations will command respect, both on account of the ability and character of the gentlemen named and the varied interests they represent. Mr. STEWART LOCKHART, as Colonial Secretary and Protector of Chinese, may be relied upon to watch the interests of the working classes of the colony; Mr. CHATER will be able to indicate the probable effect upon property of whatever measures may be proposed; Mr. EDE is a member of the Sanitary Board and has, moreover, already taken part in a close investigation of the overcrowding question; Mr. JACKSON and Mr. WHITEHEAD will bring a fund of practical business common sense to the inquiry; and one and all of the members of the Commission are alike interested in the general welfare of the colony. The omission of the Hon. Ho Kai's name is rather remarkable, for he would have ably represented the Chinese, who will be more immediately affected by whatever decision may be arrived at; but perhaps it may be thought that the protection of their interests is sufficiently provided for by the appointment of the Protector of Chinese; and Dr. Ho Kai may also prove more useful as a witness than as a member of the Commission.

In considering a comprehensive scheme for the housing of the working classes (and the inquiry will resolve itself into that, although it is not so expressed in the Commission) it will be necessary to consider also the probable population for whom accommodation will be required, not only in the immediate present, but also in the future. The Hon. F. A. COOPER, in his recently published report on the water works, suggested that the population of Victoria should not be allowed to increase at the rate it has been doing, but that the increase should be confined to Kowloon. If the Commissioners should adopt that view they will have to consider the means of supplying an improved ferry service adequate to the requirements of a large population living on both sides of the harbour. The possibility of affording relief to the congested districts by the construction of tramways to render outlying districts accessible will also command attention. As to the treatment of existing insanitary dwellings, the Commissioners will no doubt recommend the application of the provisions of the Crown Lands Resumption Act, and if these be adopted a considerable transformation of the insanitary quarters of the city will be effected in course of time, though not very rapidly perhaps, if we are to take the experience of the Taipingshan resumption as a criterion.

Mr. J. J. Francis, Q.C., was a passenger for Shanghai by the N. D. L. steamer *Sachsen*. We hear he has been retained by the China Navigation Co. in connection with the proceedings arising out of the collision between the *Newchwang* and the *Omoo*. Mr. W. V. Drummond represents the Indo-China Co. It was reported that the case had been arranged, but that announcement appears to have been a mistake.

A FRENCH VIEW OF THE CHINESE CUSTOMS SERVICE.

The article on the Chinese Customs Service which we reproduce to-day from a Tonkin contemporary affords an indication of French aspirations in connection with the administration of China. It is urged that Frenchmen have not had their fair share in the appointments in the Service, that Sir ROBERT HART has unduly favoured his own countrymen, and that he only hangs on to his important post because he fears to see it fall into the hands of a successor of a different nationality from himself. The complaint that Frenchmen have been ignored when appointments had to be made and that those actually in the Service have not been fairly treated in the matter of promotion is unfounded. It is not only lately, as stated in the article, that a Frenchman has been appointed to the rank of Commissioner, and an examination of the Service List would show, we think, that Frenchmen have had as large a share in the Customs Service as their countrymen take in the total foreign trade of China. The idea put forward that China should be made a dumping ground for the superfluous French officials of Indo-China is not likely to commend itself to the Chinese Government, which could hardly go to a worse quarter to look for its foreign employés. If a Frenchman joins the Chinese Customs Service as soon as he leaves college, and passes through the regular course of training, there is no reason why he should not turn out as good an officer as a man of any other nationality, but a few years' experience in the Government service of Tonkin or Cochin-China would be sufficient to spoil most men for a useful career in any other sphere. The neighbouring French colony is overrun with officials, for whom the public service is held to exist, and even Frenchmen themselves hold in contempt the system under which the colony has to provide so many useless drones with a living. The Customs Service in China, on the other hand, exists, not as the writer of the article in our Haiphong contemporary seems to imagine, for the purpose of providing appointments for needy gentlemen, but for the benefit of foreign trade in China. France takes very little share herself in that trade, and her great ambition being to injure British trade, the admission of any large number of her political emissaries to the Chinese Customs Service could not be regarded without some apprehension. France avowedly values her position as protector of Catholic missions in China on account of the political influence it gives her, and had she the opportunity she would be only too glad to use the Customs Service for the same purpose. England, on the other hand, has never tried to make political capital out of the circumstance that the Chinese Customs Service is chiefly manned by British subjects, and no complaint has ever been made that the service has been so conducted as to confer any benefit on British trade which was not equally extended to that of all other nationalities. But if Sir ROBERT HART has not used his position to especially advance the political interests of his own country other nations think that if the appointment was held by one of their nationals it would be a political advantage, and when a vacancy occurs there is almost certain to be an international competition for it and British interests will probably be opposed by a powerful coalition. The terms of the recent Anglo-German loan to China provide that there shall be no change in the character of the Customs Service for a long term of years, but that does not govern

the nationality of the future Inspector-General. The report mentioned by the writer in the Tonkin paper, that the object of Herr VON BRANDT's visit to China was to secure the succession to M. HUAR, is, we should say, wholly unfounded, but the fact that such a report should be placed in circulation may be taken as a sign of what may be expected when a vacancy actually occurs.

AERIAL TRAMWAYS.

In a recent number of the *Indian and Eastern Engineer* there is an interesting article by Mr. W. R. SHAW, M.E., on Aerial Tramways, a subject of some interest to us in Hongkong, since it is not improbable that in the future we may see easy communication established by this means with various points on the heights which are at present only accessible by tedious climbs up steep roads. The Peak would never have become the popular place of residence it has had it not been for the facilities afforded by the Peak Tramway, and if to these could be added the facility of aerial tramways branching off to the various gaps and hills where houses already exist or suitable building sites are to be found the number of persons who would avail themselves of the advantages of living on the heights would be largely increased. The system would not be an entire innovation in Hongkong, as an aerial tramway already connects the Quarry Bay Sugar Works with the Company's sanitarium on Mount Parker. Mr. SHAW gives a list of some of the more interesting lines laid down, with concise particulars. Thirty lines are included in this list, of which the Quarry Bay line is the only one entered as an exclusively passenger line, and there is only one other, at Table Mountain, Cape Town, South Africa, entered as carrying both goods and passengers. The list, however, gives only 2½ per cent. of the total mileage of ropeways or wire tramways now in operation, and there may be others used for passenger traffic of which mention is not specifically made. The system so far has been adopted chiefly for goods traffic, but there is no reason why it should not also be extensively adopted for passenger traffic in hilly countries. "Wire tramways," Mr. SHAW says, "were first introduced some thirty years ago. For the first few years the running rope system was exclusively used. This system is only applicable when the individual loads can be kept small, say under five English hundredweights including the weight of the carrier, and when the spans are of moderate length. Consequently wire tramways were looked upon in the early days as clever practical toys and their use was very gradual. With the invention of the fixed rope system it was at once seen that wire tramways were in reality most valuable means of transport. The individual loads carried and the length of span have now reached limits which a few years ago would have been looked upon as impossible. For instance, a line lately carried out by Messrs. BULLIVANT & Co., in Italy, carries loads of 10 cwt. and has a span of the enormous length of 1,100 yards, or close upon a mile." The difference between the running rope and the fixed rope systems should perhaps be explained. Where only one rope is used it is called the running rope system. If two ropes of greater thickness be fixed, one on each side of the running rope or line, and the hangers which carry the loads are arranged to run on these, less

power is required to move the system and the carrying capacity of the line is greatly increased, the fixed ropes acting pretty much the same as rails. Mr. SHAW recommends wire tramways for the hill stations in India and also for transport service on the frontier; and the next generation will no doubt find the system in extensive use, not only in India, but also in Hongkong, enabling a person to move from point to point on the hills as easily as the Londoner makes his way in all directions by 'bus.

FREE TRADE IN VICE.

In his report for last year the Registrar-General refers to some of the evil consequences which have followed the abolition of the registration of brothels. The increase in the number of what are called "sly brothels" is, as the Registrar-General says, "very prejudicial to family life among the poorer classes and has been viewed with great dissatisfaction by the Chinese." In September last the number was estimated by the police to be 124, but if information which has reached us privately is to be relied on, the number has since then increased very largely, being estimated now at over a thousand. This may be an exaggeration, but whatever the precise number there is no doubt the respectable Chinese of the poorer class have a substantial grievance in the results of the "free trade in vice" which has been forced upon the colony by the home Government. The vast majority of the poorer classes of the colony live in tenement houses, and the "sly brothels" are also located in houses of this description, in which they occupy one floor or even only half a floor. It is complained that visitors to the brothels frequently mistake the floor or apartment and go to the doors of respectable tenants in the same house, disturbing them late at night and causing annoyance. It is urged also that the brothels tend to make house rent dear, because they can afford to pay more than other people and are willing to do so, thus raising the rate all round. It is alleged, too, that they afford a refuge to criminals and are more prejudicial to the maintenance of law and order than gambling houses. Why all this should be allowed the Chinese do not understand, being quite unable to appreciate the arguments of Exeter Hall. They ask that each brothel should be compelled to put up a conspicuous sign, so that persons in search of them may be able to find them without disturbing the respectable neighbours, or, better still, that they should all be confined to a particular district. No steps in this direction can be taken, however, without the reintroduction of the registration system. We believe the Government at present in power is inclined to review the policy adopted of late years of entirely abolishing control over houses of ill-fame, and, if that be so, the time would be opportune for the Governor once more to urge the evil that has resulted to this colony both from the abolition of the Contagious Diseases Act and from the freedom from control now enjoyed by those engaged in the nefarious brothel traffic.

On Wednesday evening there were two small fires in the city. One broke out in the cook-house at 37, Pottinger Street, and the other in the cookhouse of the Alice Memorial Hospital. Both fires, which were very slight, were put out by the inmates. The cause in each case was overheating of the flue.

DESTRUCTIVE TYPHOON.

EXTENSIVE DAMAGE TO PROPERTY.

A SHIP'S CAPTAIN DROWNED.

30th July.

On Tuesday afternoon the Observatory gave warning of an approaching typhoon, the red drum, signifying a typhoon to the eastward at a distance of more than three hundred miles, being hoisted. At 8.45 a.m. yesterday the black drum was hoisted, indicating that the disturbance had approached within the three hundred miles limit, and at 9.5 the gun was fired one round signifying that a strong gale might be expected. At 10.30 a.m. the black south cone was hoisted and at that time the centre of the typhoon was, according to the Observatory notice, about 250 miles to the S.W. of the colony, moving towards the W.N.W. The steamers in harbour began at an early hour to seek places of safety in Kowloon Bay and behind Stonecutters and by midday the harbour was almost deserted. The wind and sea gradually increased and at four o'clock the Kowloon ferry boats ceased running, leaving several Kowloon residents on this side, a very uncomfortable position for family men, who were thus rendered unable to look after the safety of their households. By five o'clock the wind was approaching typhoon force and at a quarter to six two rounds were fired by the Observatory gun, the signal that the storm was expected to pass over the colony. Early in the afternoon the dressing rooms of the Victoria Recreation Club were blown away and probably this morning there will be little of the bath itself to be seen. About two o'clock four cargo boats engaged on the Praya Reclamation were wrecked on the wall, but fortunately without loss of life. It is reported also that while a cargo boat was being towed by a launch to Kowloon about two o'clock she capsized, but all on board are said to have been rescued by the launch. Communication with the Observatory was interrupted early in the afternoon, the land line connecting with the cable being broken. At night the streets were left in darkness, the electric light not working. Telephonic communication was also to a large extent interrupted by the breaking of the lines. Messrs. Falconer and Co.'s barometer read 29.50 at 9 a.m., 29.42 at 1 p.m., and 29.28 at 4 p.m. The storm seemed to reach its maximum between half-past ten and eleven, when the wind, which had worked round towards the south-east, was blowing furiously. About that time, however, the barometer began to rise a little. At ten o'clock the reading was 29, but by twelve o'clock it had risen to 29.25. It is to be feared that there will be a long tale of damage this morning, but of what took place after dark we are at present unable to give any detailed account.

Much anxiety is felt concerning the light-keepers at Gap Rock. They reported at three o'clock that the barometer had fallen to 29 and that the rock was then awash and at nine o'clock another message was received giving the reading as 28.69.

H.M.S. *Grafton*, Admiral Oxley's flagship, was under orders to leave for Japan yesterday and in the course of the morning she steamed out, but presumably it was with the intention of taking shelter in Junk Bay or other safe anchorage, and not with that of proceeding on her voyage in face of the threatening state of the weather.

31st July.

The typhoon which raged in the colony during Wednesday night and the early hours of Thursday morning was followed by the inevitable calm and by nine o'clock, when everybody was turning out of doors after a memorable night's experience, one could quietly ascertain the extent of the damage and composedly discuss the various phases and the various incidents of the great storm. Individual impressions of the force of the typhoon must necessarily be largely affected by the position of the observer and the exposure of his house having regard to the various directions of the wind. This will account for the diverse views expressed yesterday, some persons being of opinion that the typhoon was of less force than that

of October, 1894, while others contend that it was the most serious storm that has visited the colony since 1874. The evidence seems to support the latter contention, for not only is the damage to house property the most extensive that has occurred since 1874, but the recorded wind velocity was also greater. According to the Observatory report, the velocity at 10 p.m. was 108 miles per hour. In the Observatory report of the typhoon of October, 1894, the reference to the wind velocity is as follows:—"Unfortunately the velocity apparatus of the Observatory anemograph was broken by the wind, probably at 4.30 p.m., and the exact record of velocity was therefore lost, but from estimations the wind was considered to be at its worst between 4.30 p.m. and 6 p.m., the squalls during this time being very severe." It is, however, doubtful whether the maximum hourly velocity as yet registered by the instrument, namely, 89 miles per hour, during the typhoon of September 10th to 11th, 1884, was exceeded, although some few of the squalls on the present occasion were undoubtedly of very great violence."

The following table, which Mr. Figg kindly supplied to us, will prove very interesting to many of our readers:—

Barometer Wind Direction, Force				
29th	8 a.m.	29.501	N.N.W.	2
	10 a.m.	.500	N.	3
	noon	.408	N.N.E.	5
	2 p.m.	.344	N.N.E.	7
	4 p.m.	.234	N.E. by N.	8
	6 p.m.	.126	N.E. by N.	11
	7 p.m.	.024	N.E.	12
	8 p.m.	28.982	N.E. by E.	12
	9 p.m.	.973	E.N.E.	12
	9.30 p.m.	.874	E. by N.	12
	10 p.m.	.895	E.	12
30th	10.30 p.m.	.918	S.E. by E.	12
	11 p.m.	29.095	S.E. by E.	12
	midnight	.231	S.E. by S.	11
	2 a.m.	.394	S.E. by S.	10
	4 a.m.	.509	S.S.E.	7
	8 a.m.	.664	S.E. by S.	4

Barometer readings reduced to 32 deg. Fahr. and Mean Sea Level.

Maximum wind velocity 108 miles between 9.30 p.m. and 10.30 p.m.

The typhoon entered the coast near Macao.

Since 1874 we have had only two really serious typhoons until the present one, the one which visited the colony in September, 1884, and the other in October, 1894, and Mr. Figg, of the Observatory, is of opinion that neither exceeded the present one in strength. Fearful gusts of wind blew in 1894 and some were of greater violence than those we experienced on Wednesday night, but the hourly velocity of the wind during the 1894 typhoon was 15 miles less than in the present typhoon. The wind during Wednesday night was more uniform, more continuous, while in 1894 strong fitful squalls blew, and therefore some people are led to erroneously imagine that the latter storm was the more powerful. This year's typhoon travelled very rapidly indeed, and we happened to be in the right hand of the course in the dangerous semi-circle. It was no wonder, therefore, that such extensive damage was done in various parts of the colony, and it is a matter for congratulation that loss of life and bodily injury were not very great.

As usual there were one or two exciting incidents in the harbour, and the attempted rescue of Captain Jay was the most exciting and the saddest. The *W. Chow Foo* was formerly known as the *Montara* and about 7.30 in the evening, when the gale was very violent, the vessel drifted towards the Praya opposite Blue Buildings. The sea was running very high at the time and Inspector Mann directed Police Constables Dickson and Read to hasten to the vessel and render every assistance to the crew. It happened that only Captain Jay and his Chinese servant were on board and the constables, with the aid of Mr. N. Ruchwaldy, threw them a rope. The Chinaman managed to catch hold of it and he was dragged safely to shore. The rope was again thrown and it alighted on deck, but unfortunately the captain either failed to hold it, or whilst holding it his foot slipped. At any rate the poor fellow fell into the water and his body

was not seen again until it was washed ashore on Friday.

The police also rendered signal service at Praya West. About nine o'clock Inspector Quincey and three turnkeys from Victoria Goal heard cries of "Save life" proceeding from three sampans which were being tossed about near the Praya Wall. The four willing helpers at once entered the water, caught hold of the rope attached to the sampans, and dragged them on to the land, thus saving sixteen persons from probable death. In another instance P. S. Macaulay and P. C. Fenton assisted in landing the crews from four ballast boats which were lying between Bank Wharf and Pedder's Wharf. Soon after the rescue the boats broke up and sank.

The Victoria Recreation Club has sustained a very serious blow. Of the bath, the dressing sheds, the bamboo bridge, only a few piles and two tubs of water in the shower bath shed were to be seen in their usual place yesterday morning, while the whole of the bamboo structure protecting the boats for which there is not room in the boat shed proper had been blown away. This club presented a very woe-begone appearance, even the stout pontoons having been carried away and lost, while the only property saved are a few strips of bamboo and some supports which were washed ashore. The damage done to the Club property will probably reach \$5,000. It is to be hoped that the Committee will soon be able to rig up a temporary bathing establishment for the accommodation of the scores of bathers who are in the habit of having a refreshing dip in the morning and evening.

The other casualties in the harbour are very numerous, but not, fortunately, very serious. When the approach of the storm was signalled there was a rapid exodus of small craft to sheltered bays, and even steamers shifted to unexposed positions, H.M.S. *Grafton* and *Redpole* being amongst the number. In fact at six o'clock in the evening, just before the typhoon gun was fired, the harbour was almost totally deserted, only a few sailing ships, the P. and O. steamers, and half a dozen other boats being at their customary buoys. Consequently there was not much opportunity for the tumultuous sea to play havoc with the shipping. Whenever they could, however, the powerful waves asserted themselves. Cables were snapped and the *Glen Caladh* and five other sailing ships drifted down the harbour, the *Glen Caladh* being dismantled; the *Hygeia* dragged about 500 feet, the *Meanees* was run into by the *Amarapoora*, an anchor belonging to the *Victor Emanuel* dropped, and other minor accidents are recorded. The *Amarapoora*, after being in collision with the *Meanees*, got foul of the Norwegian steamer *Tyr* and damaged a couple of the latter's plates. The *Macduff* and *Brand* were also churning up against each other for some time. A Naval Yard lighter drifted on to the beach near the Recreation Club, and another lighter performed a very extraordinary feat. She broke loose from her moorings and glided swiftly down the harbour until she came opposite to the P. & O. office, when she was hurled high and dry bang up against the old Praya wall. Even at high tide she is on dry land and people, as was the case with the apple in the dumpling, are wondering how the dickens it got there. Near Stonecutter's Island a lot of damage was done, many cargo boats having been capsized and smashed, but as far as we know, no lives were lost. Some fear is entertained for the safety of cargo boat No. 408, which left Musso's wharf with ten people on board and has not been seen since. A remarkable effect of the typhoon was experienced at the Kowloon Docks. The steamer *Strathallan* was in dock for repairs and had had a plate taken out of her bottom. Shortly after midnight, at high tide, and after the change in the wind, the waves dashed over the caisson and in little over fifteen minutes the dock was filled, and the steamer also.

There was not a little excitement on the new Spanish gunboat which has lately been completed for service. She started on a second trial trip round the island on Wednesday morning and first of all proceeded eastwards. The sea was too rough, however, and so the vessel was turned and it was resolved to make the trip by taking the western entrance. Green Island was safely passed, but after going

a short distance further it was decided to return. By that time the sea had become much rougher and the captain was compelled to anchor behind Stonecutter's Island until this morning. The guests on board included the Spanish Consul, and they had a most uncomfortable and trying experience, as there no food on board. They had tiffin at one o'clock and this was the last meal they had until landing at Hongkong yesterday morning. The vessel, however, behaved splendidly, and the trial trip, made under such extraordinary conditions, was completely satisfactory.

Amongst other damage in the harbour was the smashing up of part of the Naval Yard Pier and also a portion of the Submarine Mining Pier. The American schooner *Retriever* collided with Blackhead's hulk, thereby damaging her port bows and stripping her of a gangway.

The Praya has suffered very considerably. Throughout the storm seas were swept over the wall and consequently the roadway was badly cut up and was in parts almost impassable in the morning. Bricks and tiles, holes and pools, broken trees and wreckage, heaps of loose stones and sand were scattered over the entire length of the sea frontage, and as soon as possible roadmen were engaged to clear away the obstructions and repair the thoroughfare. Of course it was this part of the lower level that felt the keenest edge of the typhoon and much damage was done to property. The mat shed on New Pedder's Wharf which served as a shade for launch passengers was blown to the ground. At West Point the top floor of an extensive godown was blown right away at eight o'clock. The keeper was in the house at the time, but fortunately he was not injured. In the Eastern district sheds, verandahs, chimneys, roofs, and tiles were removed; indeed from most parts of the colony accidents of this description are reported, but in no case has bodily injury been sustained.

In Queen's Road trees were uprooted by the dozen, one, a particularly large one, causing an obstruction for some time in front of Murray Barracks. Falling trees have snapped two or three electric wire posts, and telephone wires twisted in fantastic shapes were strewn about the road. The roofs of several old Chinese houses near the Wanchai nullah were blown off, and a large sunshade at the police guard house at the gate of the Royal Naval Hospital was blown away. Near the Monument many trees were uprooted and several blocked the gate of the Mahomedan Cemetery. At the Racecourse some zinc sheeting on the roof of the Grand Stand was torn away and several matcheds used by coolies engaged in building the new stables were destroyed. In the town itself practically no damage was done to the various commercial offices. The Hongkong Hotel, which of course was exposed to the full force of the blow, sustained only slight damage to a verandah. The wind also blew down a verandah at 4, Chancery Lane, and part of the front wall of 42, Stanton Street. In Upper Wyndham Street all the roofs suffered more or less serious damage on the north side, and at the Central Police Station, the Inspectors' quarters, the Magistracy, and the Gaol the roofs were stripped of a number of tiles.

On the Richmond Estate much damage was done, windows and verandahs being blown away, rain water gutters forced off, and trees, lawns, and gardens destroyed.

The whole of the Government telephone service was disorganised, and many private subscribers had to forego the use of the telephone yesterday.

At Kennedytown the verandahs of a row of fourteen houses recently erected were blown down, and later three of the houses collapsed.

Going higher up we find that the Botanical Gardens have suffered very serious damage. Nearly every tree was robbed of branches, many trees were uprooted, flowering plants ruthlessly mowed down, and the whole place is in a sad chaotic state. It will be many months before the Gardens wear their customary aspect. At the Albany, just above the gardens, most of the houses sustained damage to the roofs.

The damage at the Peak was very extensive, almost every house bearing some evidence of unusually hard treatment. The Tramway stations

sustained only slight damage. At the Peak Hotel several rooms were partially unroofed and windows were blown in. At Mountain View one of the glass openings in the verandah was blown in, and the cookhouse at Craigieburn, the Peak Residence of His Excellency the Governor, was partially unroofed. At Dunottar the servants' quarters were considerably damaged; many tiles were lifted from Stokes's bungalows; the Government Villas, stripped to be re-roofed, were denuded of the matcheds erected over them; and the servants' quarters of half a dozen houses in Stewart Terrace were damaged. The building material in use on the houses on the hill above Stewart Terrace was scattered by the storm. One great pile of timber looked much as though a couple of Titans had been indulging in a game of spillicans in a somewhat boisterous manner.

By far the most serious accident happened at the Peak Hospital, which was almost wrecked. Six windows in the upper floor were blown out and a great portion of the roof lifted. The patients were removed with all speed to the rooms on the ground floor.

The roof of 2, Des Vaux Villas was damaged, and the Government Pavilions were partially unroofed. The Nenk sustained some damage and some tiles were lifted. Fernside suffered a good deal, a portion of the roof being stripped off. Hillside was struck with some violence by the wind, and some of the windows were blown in, besides damage being done to the roof. The Retreat was reported to its occupier by a zealous coolie as being so much damaged as to be practically destroyed; and it was a good deal damaged in various ways. The roofs and verandahs of all the Cameron Villas have suffered, and in the early part of the storm a large end window of the verandah of No. 1, Cameron Villas was blown in. Mount Kellett Bungalow has also suffered, the verandah having been blown away and the servants' quarters unroofed. All the matcheds erected for the workmen at the Mount were destroyed. Highclere, Magazine Gap, was partly unroofed, and at Tusculum a good deal of damage was done to the roof.

The Mount Austin Hotel withstood the force of the typhoon exceptionally well. Some glass was smashed in the verandah on the south side, portions of the verandahs were blown down, and some brick work on the new extension was also blown down.

The typhoon played havoc with Tor Crest, which has only just been glassed in. The wind blew in the new glazing, first breaking the glass and then ripping out the frames, portions of which were carried on the hill side. During the storm the uproar made by the wind, the breaking glass, and the tearing of the wood was almost appalling, while the rain forced its way through windows and shutters in streams.

Many trees at the Peak were uprooted, others were entirely stripped of their leaves, and most had branches lopped off. It was with the utmost difficulty that pedestrians could get through Plunket's Gap, one gentleman taking a quarter of an hour, although he was assisted by coolies.

A tremendous amount of damage was sustained at Kowloon, perhaps the most serious and the most inconvenient being the total destruction of the soldiers' matcheds. About 130 men of the Rifle Brigade and about 450 men of the Hongkong Regiment were deprived of their shelter and had to huddle together in a stone built bungalow after getting drenched through with rain and almost blown off their legs by the terrific gale. The men of the Rifle Brigade on Thursday came over to Hongkong, where they will be accommodated with the other Riflemen until new matcheds are erected. We believe that in consequence of the loss of the matcheds most of the men had to go short of their regular meals, while not a few of them have lost personal property, which they will have to make good out of their own pockets.

The Observatory also came in for a share of attention. The roof was taken off the magnetic observatory, a dozen windows were blown in, and some of the instruments were damaged. It is interesting to note that the wind gauge works just as well in the height of the storm as it does when only a mild breeze is blowing, and it kept in perfectly good order throughout. The wind blew with

such force at one time that Mr. Figg, on trying to enter the gate, was blown back to the telescope house. Mr. Holmes's house suffered considerably and his garden was completely wrecked, while in various other parts of the district the wind played much havoc with flimsy structures, trees, &c.

On Thursday afternoon communication was restored between Hongkong and Gap Rock, after a breakdown of nearly twenty-four hours. It was learned that the lightkeepers were perfectly safe. The lighthouse itself had escaped the fury of the storm without the least injury, and the only damage done was the carrying away of the derrick and the twisting of a rail or two.

The *Powan* and the *Honam*, from Canton, report having met with a considerable quantity of wreckage in the river. The *Powan* left Canton on Wednesday afternoon at five o'clock and about eight o'clock anchored in the river, where she remained until Thursday morning.

A remarkable and very fortunate feature of Wednesday's typhoon was the small amount of rain that fell. In the typhoon of October, 1894, the rainfall registered was over ten inches, and had we had anything like that amount on Wednesday the damage to house property would have been very much greater than it was, for when buildings become thoroughly saturated by a continuous and heavy downpour they are much more liable to partial or total collapse under wind pressure than when they are comparatively dry. According to the Observatory report the rainfall on Wednesday was only 1.67 in.

THE TYPHOON AT MACAO.

THE "HEUNGSHAN'S" EXPERIENCES.

Captain Clarke, of the Hongkong, Canton and Macao Steamboat Co.'s steamer *Heungshan*, which left Hongkong on Wednesday afternoon on her usual trip to Macao, reports having anchored in North Lantau Channel and there experienced the typhoon. The squalls from the east and south-east were terrific between 8 p.m. and midnight, and one Chinese male passenger on board died from sheer fright. The lowest reading of the barometer was 28.80. At 8.30 a.m. on Thursday got under weigh and proceeded towards Macao. At 9.15, off the west end of Lantau, a Chinaman was rescued in a very exhausted condition from some wreckage; he was the only survivor out of a crew of ten.

Many large junks foundered along the coast of Lantau and no doubt many lives have been lost.

At Macao much damage has been done by the wind and sea. The whole of the Praya wall is more or less damaged and many houses have suffered, amongst others the Boa Vista Hotel, which sustained much damage to the roof. The craft in the Inner Harbour suffered a good deal and some lives were lost in spite of the ample warning given by the Harbour authorities.

AN ITALIAN BARQUE IN THE TYPHOON.

The Italian barque *Lothaire* had a very exciting encounter with last Wednesday's typhoon. The vessel was formerly a tea clipper trading between China and London and was very speedy, having won three medals for making fast trips. For the past fifteen years she has been engaged in the South American trade, and on the present occasion she was on a voyage from Callao, Peru, to Hongkong with one hundred and twenty Chinese passengers on board. She left Callao on the 16th May and experienced very good weather until twelve o'clock noon on the 29th July, when the barometer began to fall rapidly and the wind gradually increased in force. The vessel was then about twenty miles away from Gap Rock, and the captain, Mr. Santo Ferretto, soon saw that a typhoon was approaching. The wind raged with terrific force, the barometer fell to 28.30, and for five hours the vessel had to fight against the full strength of the typhoon. At 2 p.m. she was labouring heavily and the ballast shifted to leeward. All hands were set to work to trim the ballast, but their efforts were quite ineffectual, and at 6 p.m. the ship was on her beam ends and all the lee side under water up to the hatches. The rigging was then cut away and the main and miszen masts and

the foretopmast went over the side, leaving only the lower foremast standing with the foreyard. When the storm abated the ship had drifted about forty miles. With the one sail left the vessel's course was directed towards Hongkong and on Friday evening she arrived off Lamma Island, where she remained until Saturday morning, when she was towed into the harbour by launches. Besides the passengers there was a crew of fourteen on board. While the storm was raging the passengers, consisting of men, women, and children, were almost paralysed with fear. They shouted and cried and implored the captain, Mr. Santo Ferretto, to save them. The captain did all he could to allay their fears, but it was not until he told him that if they continued to make a noise the vessel would go down that they pacified themselves.

THE LOSS OF THE "ILTIS." FURTHER PARTICULARS.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
SHANGHAI, 31st July.

Details of the loss of the German gunboat *Ilitis* have now come to hand. She left Chefoo on Thursday, the 23rd July, and the same day struck the rocks and broke in two. The bow remained above water, but the stern sank. Eleven men were rescued from the bow on Saturday and taken to the lighthouse. The remainder of the crew and all the officers went down with the after part of the vessel.

ANOTHER FORE HORE DIFFICULTY.

THE SHANGHAI BUND FORESHORE IN JEOPARDY.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]
SHANGHAI, 29th July.

The Taotai proposes to sell the Shanghai Bund foreshore.

INSANITARY DWELLING COMMISSION.

The following Commission issued by H.E. the Governor in Council is published in Saturday's *Gazette* :—

William Robinson,
Governor.

Whereas it is expedient that a Commission be appointed to inquire into the existence of insanitary properties in the colony and the means to be adopted to improve such properties and to abate overcrowding, with special reference to the following details, viz. :—

- 1.—Whether it is desirable to resume insanitary properties, improve them, and then re-sell them
- 2.—The means by which such properties are to be resumed and the compensation to be paid for same assessed.
- 3.—How the said properties should be improved and by whom such improvement should be carried out.
- 4.—The means to be adopted for housing the occupants of any dwellings pending improvement.
- 5.—The amount of capital required for resumption and improvements, how it is to be raised and how far it will be met by a re-sale, with any suggestions or recommendations the Commission may make on the subject.

Now therefore, I, Sir William Robinson, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, in Executive Council assembled, do hereby under the powers vested in me by Ordinance 27 of 1886, entitled The Commissioners Powers Ordinance, 1886, appoint you—

- 1.—The Honourable James Haldane Stewart Lockhart, Colonial Secretary and a Member of the Executive and Legislative Councils.
- 2.—The Honourable Catchick Paul Chater, a Member of the Legislative Council.

3.—The Honourable Thomas Henderson Whitehead, a Member of the Legislative Council.

4.—Nathaniel Joseph Ede, Esquire.

5.—Thomas Jackson, Esquire.

to be a Commission for the purpose of instituting, making, and conducting such enquiry; And I do hereby appoint you the said James Haldane Stewart Lockhart to be Chairman of such Commission; And I do hereby appoint Arathoon Seth, Esquire, to be the Secretary to such Commission; And I do hereby order and direct that for all or any of the purposes of this Commission three members thereof, inclusive of the Chairman shall be and constitute a quorum. And I do further hereby order and direct that the said Commission shall, for the purpose of making the said inquiry, have all such powers as are vested in the Supreme Court of this colony or in any Judge thereof on the occasion of any suit or action in respect of the following matters, viz. :—

The enforcing the attendance of witnesses and examining them on oath, affirmation, or otherwise;

The compelling the production of documents;

The punishing persons guilty of contempt;

The ordering the inspection of any property;

with power also, for the purpose of this Commission, to enter and view any premises.

And I do hereby further direct that every examination of witnesses shall be held in private; and I do further require you to report to me the evidence and your opinion thereon; and I hereby charge all persons in the Public Service to assist you herein.

Given under my hand and the Public Seal of the colony in Executive Council, this Twenty-ninth day of July, One thousand Eight hundred and Ninety-six.

By Command,
F. J. BADELEY,
Acting Clerk of Councils.

THE HONGKONG GENERAL CHAMBER OF COMMERCE.

At a monthly meeting of the Committee held at the Chamber Rooms on the 25th July—
Present: Messrs. A. McConachie (Chairman), H. Smith (Vice-Chairman), J. J. Bell-Irving, G. B. Ledwell, St. C. Michaelsen, N. A. Siebs, T. H. Whitehead, and R. C. Wilcox (Secretary).
The minutes of the last monthly meeting were read and confirmed.

TELEGRAPH RATES.

Read letter from Acting Manager in China of E. E. A. & C. Telegraph Co., dated 26th June, in reply to Chamber's letter of date announcing the reductions made in tariff of rates between Hongkong and the Straits Settlements and elsewhere.

QUARANTINE AT MANILA.

Read letter from Colonial Secretary, dated 1st July, acknowledging receipt of Chamber's letter of 26th June on the subject of quarantine regulations at Manila.

POSTAL DELAYS.

Read letter from Colonial Secretary, dated 8th July, replying to Chamber's letter of 29th June, stating that the question of the provision of a new Post Office is under the consideration of the Secretary of State and meantime the Government are thinking of arranging for temporary additional accommodation for Postal Department.

The Chairman said he understood it was proposed to take in the rooms in the Supreme Court building occupied by the Attorney-General and Crown Solicitor and connect them with the Post Office. This would give a good deal of additional space, but he thought that an increase in the staff was also imperative. This opinion was generally endorsed.

QUARANTINE AT NINGPO.

Letter from Colonial Secretary forwarding copy of letter from British Consul, Ningpo, stating that quarantine had been imposed at that port on vessels arriving from Hongkong, was laid on the table.

THE RUMOUR OF DESIRE OF CHINA TO RAISE TARIFF ON IMPORTS.

Read letter from Tientsin Chamber, dated 3rd July, acknowledging receipt of Chamber's letter of 19th May enclosing copy of despatch to British Minister on above subject.

LIGHT DUES.

A discussion took place on this subject, and a strong opinion was expressed that the shipping should now be freed from the extra duty imposed for the special purpose of erecting Gap Rock Lighthouse and laying the telegraph cable. Resolved to address the Government to this effect.

QUARANTINE AT SINGAPORE.

On the motion of Mr. H. Smith, it was resolved to address the Government with a view to get representations made to the Authorities at Singapore asking them to abolish or modify the quarantine imposed at that port on all vessels arriving from Hongkong.

THE OPENING OF THE WEST RIVER.

At the suggestion of the Chairman, it was decided to again address the Foreign Office and the British Minister at Peking asking what progress has been made with the negotiations on this subject.

THE HARBOUR MASTER'S REPORT.

Whilst it was agreed that much praise was due to the Harbour Master for attempting to supply statistics of the trade of the port in his report for 1895, the Committee agreed that the figures given of certain imports, being only partial, were necessarily misleading and it was resolved to draw the attention of the Government to this fact and suggest the omission of returns of the kind in future reports.

NEW MEMBERS.

The firm of messrs. Wm. Meyerink & Co. was elected a Member of the Chamber.

MR. MACEWEN AND THE CHAIRMANSHIP.

Attention was called to a statement said to have been made to the reporter of the *China Mail* to the effect that Mr. McEwen stated that he had been offered the Chairmanship of the Chamber.

The general opinion was that this was a mistake on the part of the reporter since only the members of the Chamber in general meeting could make such appointment, and no such offer had been made by the Committee.

(Correspondence.)

QUARANTINE AT MANILA.

Hongkong General Chamber of Commerce,
26th June, 1896.

Sir,—I am directed by my Committee to beg you to call the attention of His Excellency the Governor to the statement made in one of the local papers to the effect that it is reported the Government of the Philippines have declared as infected the ports of Hongkong, Canton, Amoy, Shanghai, &c., and that vessels arriving therefrom at Manila will be quarantined for fifteen days if there is no disease on board and for twenty days if a case has occurred during the voyage.

Considering that the outbreak of bubonic plague in this colony is markedly on the wane, there having been only 21 cases reported during the past seven days, an average of three per diem, and bearing in mind that the time required for the disease to manifest itself is nine days only, the proposal to lengthen the quarantine to fifteen and twenty days respectively is surely unnecessary.

As the continued enforcement of such extended quarantine against this port by the Philippine authorities is most detrimental to trade, my Committee respectfully pray that His Excellency will cause the matter to be laid before the Spanish Consul and request him to communicate to the Government at Manila the fact that cases of plague in Hongkong are now rapidly declining. The time has come therefore rather for a relaxation of the precautions taken against the disease than for the enforcement of more stringent regulations.—I have the honour to be, sir, your most obedient servant,

R. CHATTERTON WILCOX,
Secretary.

To Hon. J. H. Stewart Lockhart, Colonial Secretary.

Colonial Secretary's Office,
1st July, 1896.

Sir,—I am directed to acknowledge the receipt of your letter of the 26th ultimo on the subject of Quarantine Regulations at Manila, and to inform you in reply that a copy of your letter has been sent to the Consul for Spain, who has been requested to represent to the

Government of Manila the recent marked abatement of the plague in Hongkong, with a view to the modification or withdrawal of the present stringent regulations.—I have the honour to be, sir, your most obedient servant,
(Signed) J. H. STEWART LOCKHART.
The Secretary, Chamber of Commerce.

NEW POST OFFICE.

Hongkong General Chamber of Commerce,
29th June, 1896.

Sir,—The attention of this Chamber has been called to the great inconvenience frequently entailed on the mercantile community by the delays experienced in the delivery of the mails; and the need for more rapid sorting and despatch (especially of the French mails) is felt very generally by the public at large.

My Committee respectfully suggest, for the consideration of His Excellency the Governor, that the most effective remedy for the present inefficiency of the Postal Service would be the provision of a new Post Office specially built to fulfil its requirements and constructed with a view to still larger needs in the future. The existing building, erected some thirty years ago, has for very many years been totally inadequate for the purpose, and should long since have given place to one better adapted for postal purposes.

The Committee understand that it is in contemplation to provide a new Post Office in the proposed block of Government offices to be erected on the new Praya Reclamation; but no time has been fixed for commencing these buildings—the plans even have not been approved—and it seems probable their erection may be deferred indefinitely. My Committee would therefore respectfully urge that if no decision can at present be come to in reference to the other Departmental buildings, the Government will proceed, with as little delay as possible, to the erection of a new Post Office, if need be as a separate building, so that the colony's correspondence may be promptly distributed soon after arrival and not made dependent on the dispatch of the outgoing mails, when the same occurs in close proximity of time.

Trusting that this suggestion may receive early and favourable consideration at the hands of His Excellency the Governor.—I have the honour to be, sir, your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

To Hon. J. H. Stewart Lockhart, Colonial Secretary.

Colonial Secretary's Office,
8th July, 1896.

Sir,—In reply to your letter of the 29th ultimo, I am directed to state for the information of the Chamber of Commerce that the question of providing a new Post Office, together with other Government buildings, is at present under the consideration of the Secretary of State, and that the Government is in the meantime considering the question of arranging for temporary additional accommodation for the Postal department.—I have the honour to be, sir, your most obedient servant,

(Signed) J. H. STEWART LOCKHART.
Colonial Secretary.

The Secretary, Chamber of Commerce.

HONGKONG SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held on the 30th July the Hon. F. A. Cooper (Director of Public Works) presiding. There were also present Dr. P. B. C. Ayres (Colonial Surgeon), Dr. F. H. Clark (Medical Officer of Health), Mr. H. B. Lethbridge (Acting Captain Superintendent of Police), Mr. N. J. Ede, and Mr. Hugh McCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

PLAGUE AT SWATOW.

A communication was received from the Consul at Swatow with reference to the presence of bubonic plague there. No case had been reported for seven days and the medical officer is satisfied that the disease does not exist anywhere in the district in epidemic form.

CHOLERA IN THE STRAITS.

The Colonial Secretary at Singapore wrote informing the Board that during the week

ended 30th June fifteen deaths had occurred from cholera in Province Wellesley. For the week ended 7th July two deaths were reported.

A CENSUS TO BE TAKEN.

The Colonial Secretary wrote in reply to a letter from the Board having reference to a census being taken during the current year. He stated that the matter would not be lost sight of and that a census would be taken when the population had returned to its normal condition.

The following minutes were appended:—

Mr. N. J. Ede—I think a census should be taken this year.

The Medical Officer of Health—At the present time the vitality statistics are in a very unsatisfactory condition owing to the inability to gauge the true population of the colony. A census is undoubtedly required this year.

The Director of Public Works—As far as the Board is advised it appears there is no reason to believe that the population at the present time is abnormally low and except some unforeseen circumstance should occur before the end of the year, normal or abnormal, it is equally necessary for the Board to know what it is.

Dr. CLARK—I move that in the opinion of this Board it is very desirable that a census should be taken this year.

Mr. EDE seconded.

Carried.

MESSRS. LEIGH AND ORANGE AND THE BOARD.

The Secretary addressed the following to the President:—

Two days ago a gentleman who called at the office remarked that Messrs Leigh and Orange had advertised in the Chinese newspapers that anyone having a grievance against the Sanitary Board should consult them and they would take the matter up and fight their case for them. I could not believe that any respectable professional man or firm would do such a thing, but I thought it would be well to search the native press and make quite sure of the point. To my astonishment, I found that the following advertisement appeared in the *Chinese Mail* of the 23rd June, 1896, viz.:—

"FOR THE INFORMATION OF OWNERS OF PROPERTY.—An important decision was given in the Police Court on Saturday last. Mr. Tsoi Tsan, an owner of property, was charged by the Sanitary Board with having a structure covering the backyard at the back of his house shutting out the sun. The defendant at once engaged Mr. Deacon, the solicitor, and the undersigned to defend the case. We ascertained that the house has been built prior to the Sanitary Board publishing this law and that 'the sunshade' (?) had existed since the time of the erection of the house. All the same, the charge was brought. The Magistrate in giving his decision said:—'The Sanitary Board had no right to bring the case under this Ordinance and I therefore dismiss the case at once.' We are aware that owners of houses in Hongkong have been charged with breaking the law on account of similar structures. Some have been fined and at the same time have been required to remove the structures covering their backyards. In all parts of the town there have been many such cases. We have spoken with many owners of property and advised them not to comply with the order of the Sanitary Board to pull down their sunshades, but to engage the services of some well-known solicitor to defend their case. This is the first case and we have been successful in it. All house owners should express their thanks to Mr. Tsan for having, by his defence, made the law on the point clear and for having shown that the action of the Sanitary Board in this case has been opposed to law. In cases in which he is required by an order from the Sanitary Board to pull down the sunshade over his backyard he will do no harm by consulting an experienced architect and if any one has complied with the order and pulled down the structure there is no objection to its being put up again."

"LEIGH AND ORANGE"

The above advertisement is not exactly what it was represented to me to be, but by inference it is practically what it was represented to be, and I feel sure that the great majority of the readers of the *Chinese Mail* would so construe it. I think the matter is of sufficient importance

to warrant this being circulated to members for their information, and if they concur, that a copy be transmitted to the Colonial Secretary for the information of H.E. the Governor.

The following minutes were attached:—

The President—Please circulate. This reads very like "a quack" advertising his nostrums.

Mr. Ede—I would not take any special notice of this advertisement, but merely keep it on record.

The Colonial Surgeon—Certainly it was right that the members of the Board should be informed, but it is not worth special notice.

The Acting Captain Superintendent of Police—That capital would be made out of any case in which judgment is given against the Sanitary Board is only to be expected, but hardly in the manner adopted by Messrs. Leigh and Orange. I do not think that any notice should be taken of the advertisement.

The PRESIDENT—I move that the paper be filed in the archives of this office.

Carried.

MORTALITY.

The mortality statistics showed a death rate of 17.9 for the week ended 18th July and 20.5 for the week ended 25th July.

ADJOURNMENT.

The Board adjourned to Thursday week.

MESSRS. LEIGH AND ORANGE AND THE SANITARY BOARD.

Messrs. Leigh and Orange have forwarded to us, with a request for publication, the following copy of a letter they have written to Mr. McCallum with reference to the allusions made to them at Thursday's Sanitary Board meeting:—
31st July 1896.

H. McCallum, Esq.

Sir,—We are surprised to see in yesterday's proceedings of your Board a reference to a so-called advertisement in the Chinese newspapers. We beg to state that we had no intention nor need to advertise and sent a letter commencing "Sir" and ending "Yours truly" and were not aware of the form or manner in which it was printed in Chinese, and as you are doubtless aware your translation is different to our letter and embellished with additions. We wished to inform Chinese owners generally the importance of the Magistrate's decision of the particular case, as we consider that the action of the Board with regard to the particular by-law has been arbitrary and unfair.

We fail to see, even if we chose to advertise in any shape or form, what business it is either of yourself or the Board. The matter written or published in such advertisement might be your concern, but in this instance is not dealt with.

We think that having such evident solicitude for professional men, you might have inquired from us as to our intention and meaning before penning your observations and thus making the matter public.

With respect to the President's minute as published in the *China Mail*, we think it uncalled for; his allusion, however, to a "nostrum" is scarcely happy, as the decision of the case referred to was undoubtedly a very wholesome and corrective medicine to yourself and some members of the Board.—Yours truly,

LEIGH AND ORANGE.

THE GOVERNOR'S DESPATCH ON THE BLUE BOOK.

The following is the Governor's despatch on the Blue Book for 1895:—

Government House,
Hongkong, 30th July, 1896.

Sir,—I have the honour to transmit to you the Blue Book for 1895, and to submit the following remarks upon the few occurrences of general interest in a prosperous but somewhat uneventful year.

I am happy to say that the terrible scourge known as the bubonic plague, which devastated the colony during the early summer months of 1894, did not re-appear in epidemic form during the year under review. There were, however, sporadic cases to the number of 44, of which all except one ended fatally. Three of those cases were Portuguese and the remainder Chinese. The measures which were

taken to prevent the spread of the disease were—

(i.) Isolation of those attacked by the disease at the Kennedytown Plague Hospital.

(ii.) Disinfection of the infected houses.

(iii.) Segregation for a period of ten days of the people exposed to the infection, in house-boats moored on the confines of the harbour.

It is impossible to say how far the absence of the disease in epidemic form was due to climatic conditions and how far to the carrying out of the above mentioned precautions.

FINANCES.

The total revenue collected during 1895 amounted to \$2,486,228.89, an increase of \$199,025.37 over the revenue of 1894, which was itself larger than that collected in any previous year. The items of revenue which contributed principally to this increase were Land Sales, Post Office, Pawnbrokers' Licences, and Stamps, which show increases of \$59,000, \$52,000, \$24,000, and \$37,000 respectively, as compared with the preceding year. On the other hand, there was a decrease of \$45,000 in the amount derived from the Opium Farm, due to the less favourable terms of a new contract which came into force on the 1st March, 1895, and a decrease of \$31,000 in interest, due to the withdrawal of deposits to meet the expenditure requisite on the resumption of the plague infected area of Taipingshan.

The expenditure in 1895 was \$2,972,373.01, or \$903,580.52 in excess of that of the previous year. By far the larger part of this increase, however, viz., \$821,000, was expended in the resumption of the area known as Taipingshan, which was the principal scene of the ravages of the plague during 1894. Most, if not all, of this formidable expenditure will doubtless be recouped by the Government when the area, which is being completely redrained and laid out anew, is put up to public auction.

Deducting the sum of \$821,000 from the expenditure of \$2,972,373.01 the revenue and expenditure would be as follows:—\$2,486,228.89, \$2,151,373.01, showing a surplus of \$334,855.88.

Other items of increased expenditure to which special attention may be drawn are:—Pensions \$12,699 increase, Post Office \$10,000 increase due principally to a large expenditure on transit charges incidental to extension in the business of the office, and finally certain very necessary additions to the staff of the Sanitary Department have raised the expenditure on that department from \$61,566 to \$84,082.

All things considered, the financial position is one of which the colony has no reason to complain.

The average sterling value of the dollar was slightly lower than in 1894, being about 2/1½ as against 2/1¼ in that year. The former rate, however, shows a slight improvement over the average rate for the last nine months of 1894. The lowest rate touched was 1/11½ (in February and March), and the highest was 2/2½ (in November). Since May the rate varied only between 2/1½ and 2/2½.

The new British dollar was declared equal to the standard coin of the colony from the 1st April, and the first consignment of the coins arrived on the 12th July.

COOLIE STRIKE.

Towards the end of March a general strike of coolies took place which lasted several days and caused very serious losses to all interested in the trade and shipping of this colony. As this episode presents several features of more than ordinary interest, I shall venture to relate its history at some length.

This strike had its origin in the opposition of the keepers of common lodging-houses used as dwellings by the labouring classes to certain sanitary measures designed to prevent overcrowding with all its attendant evils. These measures are embodied in certain by-laws made by the Sanitary Board in 1890 and approved by the Legislative Council in May, 1891, providing for the registration of common lodging-houses. It was generally believed that these by-laws would, when enforced, meet with prompt and determined opposition, so their operation was postponed until a date to be subsequently named, and the matter was allowed temporarily to stand over.

In view, however, of the terrible experience of the effects of the plague in 1894, aggravated as they undoubtedly were by overcrowding in

the common lodging-houses, the Sanitary Board passed a further resolution to the effect that the by-laws previously made by them should come into force on and after the 1st January, 1895, which resolution was unanimously approved by the Legislative Council on the 16th December, 1894, and the by-laws accordingly came into force on the 1st January, 1895.

As I have already stated, it was anticipated that there would be difficulty in inducing the keepers of the lodging-houses to comply with the provisions of the by-laws. A Chinaman abhors the slightest departure from old custom, and in every fresh measure of the Government which concerns his daily life is prone to see an attempt at ultimate, if not immediate, "squeeze" or taxation. Every possible attempt was made by the Registrar-General, both by oral communication and the distribution of thousands of pamphlets, to remove any apprehensions of this nature and to assure them that the measure was not—as they at first affected to believe—a preliminary step by the Government to the imposition of a poll tax, but that it was, on the contrary, designed with a view to their health and comfort. Beyond this alleged fear of the ultimate imposition of a poll tax there was not the slightest hint of any grievance on the part of the coolies. Explanations and assurances were continued for nearly three months, but as the coolies still maintained their obstructive attitude, it became evidently necessary to enforce the law without further parley. Summonses were accordingly issued against the recalcitrant keepers of common lodging-houses. But here a fresh difficulty arose, as it was found that they had decamped from the colony.

This was met by the introduction of an Ordinance defining anew the term common lodging-houses and imposing the responsibility of registering, in the absence of the keepers of such houses, upon the "householder" as defined in the Public Health Ordinance, i.e., the actual tenant or occupier, or where there is no such person the immediate landlord of a building.

In consequence of the measures taken to enforce the by-laws, a strike of the coolies employed in working coal and cargo began on the 23rd March, and on the arrival of the daily steamer from Macao on that day a number of coolies on strike endeavoured to interfere with and coerce the coolies engaged in carrying goods and baggage to the shore. The attempt was promptly defeated by the Police, and two of the ringleaders were arrested and sentenced to six weeks' hard labour. The Chinese being generally of a peaceable and law-abiding disposition, there was never any serious apprehension of any outbreak of violence; nevertheless every precaution was taken to enable the Government to nip any turbulent manifestation in the bud; the Police force was strengthened, and the streets and harbour were constantly patrolled by armed pickets, and it is satisfactory to note that with the exception of the episode above recorded no attempt at disturbance took place during the whole period of the strike. By the evening of the 23rd March there were some 3,000 coolies on strike, and next day the strikers were joined by the whole of the coolies who load and discharge coal.

This rendered the coaling of steamers impossible unless assistance of an unusual nature could be obtained. I accordingly on the 25th March caused the P. & O. steamer *Verona* to be coaled by a gang of fifty convicts from Victoria Gaol, while the services of 100 men of the Rifle Brigade which were voluntarily rendered and which proved highly useful were availed of in discharging the cargo of the P. & O. mail steamer *Yokohama*.

As it was impossible to induce coolies to work cargo in the harbour on account of the strike, it was thought that they might be induced to labour if removed to some spot remote from the strike. With this view the *Rio de Janeiro* steamed round to Aberdeen (a village on the south side of Hongkong), where she was able to have her cargo of rice, destined for Canton, discharged into river junks. On the 26th March several other steamers followed this example. The coolies engaged in this work were protected night and day by a strong body of police in launches afloat, and police patrols were placed along the road from Victoria to Aberdeen to prevent coolies who were travel

ling in search of work from interference at the hands of the strikers. Work proceeded all day on the steamers without interruption.

On the morning of the 26th the licensed owners of the boats which removed cargo to and from ships endeavoured to go out on strike, but on being warned by the Police that they could not leave the waters of the colony without a clearance and that their sureties would be dealt with by the Registrar-General, remained passive. Some difficulty was nevertheless experienced by firms in hiring the boats. The Police therefore undertook to hire boats for them; and during the remainder of the strike cargo boats were supplied to the public by the Police on the usual terms and in whatever numbers desired.

On the 26th March the hands at the East Point and Lee Yuen Sugar Refineries also began to show signs of disaffection, and special pickets of the Police were told off to protect such of them as were willing to continue at work. In spite, however, of these precautions nearly the whole of the coolies at both establishments were out on strike by nightfall. On the 27th the coolies who had been working cargo on steamers at Aberdeen struck work.

The strike had now reached its acutest stage. All the coolies who handle cargo on ship and on shore and who work coal together with nearly all the hands at the Quarry Bay, East Point, and Lee Yuen Sugar Refineries, making a total of at least 20,000, were on strike. The coolies employed by building contractors did not join in the movement, nor did any of the coolies who carry chairs and pull jinrickshas. There were also a certain number of what are called "street coolies," who do odd jobs, carrying luggage, &c., whose services were obtainable. These men were employed by the Police in stevedore and coaling work, while a number of men from the Hongkong Regiment also rendered useful aid in discharging vessels, and six petty officers of the Royal Navy were sworn in as special constables to strengthen the Water Police.

On the morning of the 28th the hands at the Hunghom Docks showed a disposition to join the strike. The Police were quickly on the spot and succeeded in arresting two strangers, doubtless emissaries from the strikers in Victoria.

They could give no satisfactory account of themselves and were sentenced by the Magistrate to three months' hard labour as rogues and vagabonds, and the hands at the Dock gave no further trouble.

The few remaining hands at the East Point Refinery also struck work on the 28th March, and on the same day a public meeting of the community, convened by the Chamber of Commerce, was held to consider the crisis. An influential Committee was elected to deliberate and communicate its views to the Government. Several leading merchants addressed the meeting, which appeared to be unanimous in its desire to support the Government in its determination to grant no concession whatever to the foolish prejudices of the strikers. Meanwhile there were not wanting signs that the strike was breaking down. An offer was made to one of the largest shipping firms in this colony by a Chinese to undertake the stevedore business of the firm within twenty-four hours on condition that he was guaranteed permanent employment as stevedore for five years. This offer was made on the 28th March, and on the following day similar offers were made to other firms.

The hands at the three Refineries returned to work on the 29th March, and the Captain Superintendent of Police was able to hire fifty coolies for a local firm at \$1 a day, and to engage fifty more at the same rate for another firm for the next morning, and more could have been obtained on the same terms if required.

Moreover, the P. & O. stevedore now expressed his willingness to obey the provisions of the by-laws as regards registration. There seemed every likelihood that the strike was about to come to an end, but the well-founded hopes of an immediate termination of the deadlock was unfortunately frustrated by the ill-timed action of the Committee appointed at the public meeting to which I have referred. The Committee met in conference on the 29th March with a certain number of Chinese compradores and stevedores, and the

outcome of that conference was an agreement to endeavour to effect a compromise with the recalcitrant coolies, the substance of which was that the owners of lodging-houses should be allowed to register instead of the head coolies. On the evening of the same day the Committee, without previously ascertaining the views of the Government, or obtaining its authority for the measure, published and circulated a handbill in Chinese stating that they intended next day to recommend a compromise of this nature to the Government, and that they felt confident that their suggestion would meet with approval. The false hopes thus raised in the coolies' minds bore bitter fruit; for, of course, the proposal when placed before the Government was unhesitatingly rejected.

The compliance with it at such a juncture would have been a complete victory for the rebellious coolies, the consequences of which could not have failed to prove disastrous to the colony for many years to come from whatever point of view the circumstances are regarded: disastrous to health and sanitation, for the modification proposed would have been a decided obstacle to the smooth working of the very necessary by-laws; disastrous to trade and commerce, for success in this strike would inevitably have meant a succession of strikes in future years; and, far worse than all, disastrous to the future peace and good order of the colony. It was perfectly clear that the strike was not an economical one, but was in fact nothing short of a rebellion on the part of a large section of the inhabitants against the law and the Government. This rebellion, it is true, took the form not of active opposition but of passive resistance, but it was perhaps all the more difficult to terminate on that very account. The moral effect of the slightest display of weakness on the part of the Government at such a crisis would have been harmful beyond all calculation and would have resulted in a disastrous legacy to future administrations. It is a commonplace that the Chinaman, judging others by himself, as a rule regards every concession as a sign of weakness, and had the coolies gained their point in this case, it is certain that they would have looked upon themselves as masters of the situation on any future occasion in which their wishes might conflict with the will of the Government.

The circular, however, was issued by the Committee, containing what, to the Chinese mind, amounted to a pledge that Government would accept a compromise. The result was that the strike, which showed signs of collapsing, continued.

On the morning of the 30th March a large number of coolies resumed work in the expectation that the compromise referred to would be carried into effect. When, however, it became known that it had not been accepted by Government they left off work again, with the exception of the hands at the Sugar Refineries, who had never been very determined in their attitude. The coolies engaged by the Captain Superintendent of Police the previous afternoon for certain shipping firms did not keep their engagements, and before noon of the 30th March the strike had re-assumed its acutest form.

On the 1st April matters once more appeared hopeful. Early in the morning of that day the Police succeeded in hiring 350 coolies for various firms at \$1 a day. A public meeting was held at 11 a.m. at which a vote of confidence in the Government was passed, and later in the day an agreement was made by the stevedore who had, as has been mentioned, in the preceding week approached certain firms, to supply stevedore coolies to the Government by whom they were let out through the agency of the Police to all who required their services.

This was the beginning of the end. The strike soon collapsed, and by the 4th April the labouring coolies once more resumed their work as usual.

On the 2nd April upwards of 500 coolies were supplied to various firms at \$1 a day. On the 3rd April more than 1,000 coolies were supplied at 75 cents a day, and by noon of the 4th April the strike was at an end. The victory of the Government—against which and not against employers of labour the strike was organised—was complete.

This happy result was, of course, not achieved

without heavy losses to the mercantile community owing to the temporary deadlock in business, and more especially shipping, but the crisis was one which did not admit of compromise, and apart from the benefits to be looked for from the by-laws, to prevent the enforcement of which was the object of the strikers, the coolie class, who were beginning to think they held the reins of power, have received an object lesson which, it may be hoped, they will not soon forget.

[References are then made to peace and good order, legislation, etc., summarising the departmental reports which have already been published.]

The above is a brief review of a year which presents few striking incidents, but which was perhaps one of the most prosperous in the not very lengthy history of this interesting and unique colony.

This will probably be one of the last Blue Book reports which I shall have the honour to address to you from Hongkong, and in concluding it I would point out that the expectations I formed and gave expression to some four and a half years ago, and which were then adversely criticized and even treated in some quarters with derision, have been or are in course of being fulfilled. 1894 and 1895 have been exceedingly prosperous years notwithstanding serious impediments, and I hope and have every reason to believe that this colony, looking to its remarkable vitality, will, in the future, continue to advance in wealth and prosperity.—I have the honour to be, sir, your most obedient, humble servant,

WILLIAM ROBINSON,
Governor.

The Right Honourable Mr. Joseph Chamberlain, M.P., Her Majesty's Principal Secretary of State for the Colonies, &c., &c., Downing Street, London.

BELILIOS PUBLIC SCHOOL.

On the 31st July Hon. J. H. Stewart Lockhart (Colonial Secretary) distributed prizes to scholars attending the Belilios P. School. There was a large attendance of parents, scholars, and friends.

Hon. J. H. STEWART LOCKHART—Ladies and gentlemen, I must first of all explain the reason of my presence here to-day. As you are all aware, His Honour Chief Justice Carrington was to have presented the prizes, but I much regret to have to inform you that owing to illness he is unable to be present. I am sure you will all be very disappointed at his absence, especially on account of the cause. I do not know whether you are aware, as I am, that Chief Justice Carrington takes a very deep interest in all matters appertaining to education, and I am sure if he had been here he would have favoured us with an address which would have been interesting and most instructive. With regard to the results in the girls' school last year I cannot do better than inform you briefly of the remarks made by the Inspector of Schools in a portion of his report. I may remind you that this school is divided into two divisions, the upper school and the lower school. The upper school is purely English, and with regard to it I may say that 104 pupils presented themselves for examination and 92 were examined. The range of the examination included all the usual subjects of an English education with physical geography added as a special subject. The attainments in classes 1 to 4 in English history, English composition, and map drawing were surprisingly high throughout, and in the same classes the examinations in grammar and geography were uniformly good. In classes 5 to 7 the results of the examinations were of an even more uniformly high character than in the upper classes. The same was the case with the infant division (class 9), the examining of which gave evidence of very careful and successful teaching. In the lower school 107—all Chinese girls—were presented for examination, and 89 were fully examined. The subjects of examination were the reading and repeating of the Chinese classics, with the addition of arithmetic in class 3, geography in class 2, and composition in class 1, and the results of the examination were good. I regret, however, to say that the attendance was not quite so good owing to the existence of the plague in Hongkong.

It seems that the attendance in the upper school diminished owing to the plague, whereas the attendance in the lower school was not in the least affected. The mention of the plague has reminded me that it might be useful in this school if some attempt were made to teach the girls nursing. As you are all aware there is in Hongkong a very great want of nurses, a want to which attention has often been called publicly and also privately. It is true we have at the Government Civil Hospital a staff of sisters of which any colony might well feel proud, and we had only quite recently a very striking instance of the manner in which those nurses are devoted to their duty. I refer to Sister Catherine, Miss McIntosh, who contracted plague during the performance of her duty at Kennedytown Hospital. It will I am sure be gratifying to you as it is to me to hear that she is now recovering. (Applause.) I think an instance such as I have mentioned ought to be a stimulus to you girls to follow in her worthy steps and to imitate the example she has set you all. (Applause.) This suggestion I have thrown out might be taken seriously into consideration by Mrs. Bateman and by others interested in this school, and I am quite certain that if they are able to undertake the important task of teaching girls to nurse they will render a very great benefit to this colony. (Applause.) I may safely remind you perhaps that this school was founded on the 1st March, 1890, and that the present building was first occupied in 1893. During that period a thousand girls have passed through the school, a result which is, I think, highly satisfactory. (Applause.) The education given in this school is, as you will be able to judge from the report of the Inspector of Schools, of a very high standard indeed, and I think Mrs. Bateman and her energetic staff are to be congratulated on the satisfactory results which have been obtained by them. (Applause.) I notice in Mrs. Bateman's report, which will be read directly by the Inspector of Schools, that a beginning has been made in the establishment of a library, and that that beginning ought to be encouraged is, I am sure, the feeling of everybody present. (Applause.) I am not speaking now as Colonial Secretary, and I would advise Mrs. Bateman to approach the Government with a view to obtaining a grant for the library. I think I may safely say that the Colonial Secretary will give that application his hearty support. (Applause.) I observe also that Mrs. Bateman has not only a strong belief in mental acquirements but is also in favour of physical recreation for her pupils. I think everybody ought to support Mrs. Bateman in her endeavour to give her pupils recreation. I see mention of other suggestions, one being that a lawn tennis ground ought to be provided in order to give the girls an opportunity of indulging in that form of recreation. I believe the sum of \$100 will be sufficient to put the ground in a condition which will enable the girls to play, and perhaps in future lawn tennis champions of the colony will be found amongst them. If others will come forward and contribute I am quite willing to subscribe \$25 towards having the tennis ground put in a proper state. (Applause.) I believe it is usual on occasions like this to congratulate prize winners and to condole with those who have not won prizes. I must confess my feelings of sympathy are invariably with those who have not won prizes, because the chances are that they have all worked very strenuously, perhaps more strenuously than those who receive prizes. But those who have not won them now have worked hard and they have the inward satisfaction of knowing that they have done their best, and that nobody, whether man or woman, could do more. (Applause.) With these few remarks I will call upon the Inspector of Schools to read the report of the head mistress, Mrs. Bateman.

Dr. EITEL then read the report of the Head Mistress for the year, which was as follows:—

Belilios Public School,
Hongkong, 20th July, 1896.

Sir,—I have the honour to forward you the sixth annual report of the Belilios Public School. The increase of English children mentioned in my report last year has still been continued, the average monthly attendance being quite 9 per cent. in excess of the preceding year.

I am glad to be able to state that the appear-

ance of plague, which materially affected the number in the Chinese division, did not influence the attendance in the English part of the school.

There is the usual disparity between the numbers admitted during the course of the year and the names remaining on the register at the close. This is chiefly owing to the migratory habit of certain portions of the community, though that the school is fully appreciated is shown by the fact that the great majority in the three upper classes has regularly attended since the time (March, 1890) when the school was originally started.

Had the numbers who have been entered on the register since that date (in addition to the scholars in the Chinese division) remained in the colony, our present spacious building would have been ere this overcrowded.

In response to my appeal last year for funds to procure a new piano, His Excellency the Governor most generously offered to head a subscription list. This having been followed by the Hon. E. R. Belilios and other kind friends, we have succeeded in procuring an excellent instrument from Messrs. Lane, Crawford & Co., who kindly remitted \$50 of the original cost. On my drawing attention to the need of suitable reading other than school literature for the girls, the Rev. R. F. Cobbold signified his willingness to start a fund for a library. This being supplemented by various contributions from other generous friends, we are now in possession of a small collection of books obtained from England through the kind offices of the Rev. T. W. Pearce, of the London Missionary Society. As the number of books is very limited and these are being read with great avidity by the girls, it will soon be necessary to increase the supply. As a small means towards this end a monthly contribution is paid by each girl who has availed herself of the advantage of joining the library. But as this will be a slow method of obtaining an appreciable increase of books, any additional help in books or money will be gratefully received.

It is not only the mental recreation of which I would speak, but I would also draw attention to the importance of physical exercise. To help in a measure to meet this want a gentleman most kindly presented a tennis net and poles for the use of the pupils; but, unfortunately, owing to the rough state of the playground, it has been quite impossible for them to avail themselves of this healthy exercise. The funds at our disposal are only sufficient to provide the ordinary school apparatus; consequently it is not in our power to incur the expense of laying down a court, the cost of which I understand would not exceed \$100. In our staff there have been no changes, a great advantage to the School, with the exception of the appointment of an additional pupil teacher, necessitated by the increased numbers.

The annual examination by the Inspector of Schools began on July 1st, the results of which will be given by Dr. Eitel.—I have, &c.,

(Sd.) E. A. BATEMAN,
Headmistress.

The Hon. J. H. Stewart Lockhart, Colonial Secretary.

The Colonial Secretary then distributed the prizes, and at the conclusion a very interesting entertainment was given by the children, the programme consisting of songs, recitations, pianoforte duets, and drills. The pupils went through the drills with marked precision, and the Colonial Secretary complimented Sergeant Collins, the drill instructor, on the very successful results of his work. A play in which nursery rhymes played an important part was also given by scholars in the following characters—Queen, Ella King; Herald, Annie Parker; Little Jack Horner, Albert Ahwee; Mistress Mary, Amelia Watling; Margery Daw, Georgie King and Minnie Sutherland; Georgie Porgie, George Young; Humpty Dumpty, Maude Kennedy; Jack and Jill, Rudolph Neubrunn and Florence Joseph; Ride-a-Cock-horse, Annie Neil; Little Bo-Peep, Ethel Parker.

Cheers for Mrs. Bateman, the Colonial Secretary, and Dr. Eitel concluded the proceedings.

The following is the prize list:—

Class 1.—Reading, Ethel Long. Composition, Ruby Ley Kum. Arithmetic, May

Hunter. Grammar, Lizzie Olson. Geography, May Hunter. Maps, Madeline Quincey. History, Ruby Ley Kum. Dictation, Lizzie Olson. Writing, Madeline Quincey. Needlework, Madeline Quincey. Highest number of Marks, Ruby Ley Kum.

Class 2.—Reading, Ida Armstrong. Composition, Eliza Moore. Arithmetic, Mary Quincey. Grammar, Eliza Moore. Geography, Ida Armstrong. Maps, Ida Armstrong. History, Hannah Olson. Dictation, Hannah Olson. Writing, Louisa Heang. Needlework, Louisa Heang. Highest number of Marks, Eliza Moore.

Class 3.—Reading, Edith Plinston. Composition, Rosie Kennett. Arithmetic, Ella King. Grammar, Eliza Turner. Geography, Ella King. Maps, Annie Parker. History, Rosie Kennett. Dictation, Edith Plinston. Writing, Annie Parker. Needlework, Annie Parker. Highest number of Marks, Edith Plinston.

Class 4.—Reading, Maude Craig. Composition, Letitia King. Arithmetic, Johorah Mahomed. Grammar, Jennie Madar. Geography, Emma Legg. History, Maude Craig. Dictation, Madeline Dilworth. Writing, Daisy Mather. Needlework, Letitia King. Highest number of Marks, Madeline Dilworth.

Class 5.—Reading, Hannah Moore. Arithmetic, Fatima Mahomed. Grammar, Lily King. Geography, Rosetta Ahwee. Dictation, Nellie Olson. Writing, Alise Leobirel. Needlework, Nellie Olson. Highest number of Marks, Kitty Abraham.

Class 6.—Reading, Bessie Kennett. Writing, Helena Ismail. Arithmetic, Cecilia Quincey. Needlework, Lily Heang. Highest number of marks, Bessie Kennett.

Class 7.—Reading, Minnie Sutherland. Writing, Rachael Neubrunn. Arithmetic, Usuf Kia. Needlework, Amelia Watling. Highest number of marks, John Duncan.

Class 8.—Reading, Mary Davis. Writing, Ethel Parker. Arithmetic, Ida Noma. Needlework, Martha Peterson. Highest number of marks, Rudolf Neubrunn.

Infants.—Improvement, Annie Neill.

Recitation.—Bessie Kennett, Eva Rodger, Bessie Walker.

Drill.—Eliza Turner.

Regular Attendance.—Class 1, May Hunter. Class 2, Hannah Olson. Class 3, Rosie Kennett. Class 4, Maude Craig. Class 5, Rosetta Ahwee. Class 6, Aichai Dalbasah. Class 7, Albert Ahwee. Class 8, George Young.

Chinese Embroidery.—1st, Johorah Mahomed; 2nd, Mary Quincey.

Chinese Literature.—Class 1. 1st prize, Li Tam-mun. Class 2. 1st prize, T'su T'soi. Class 3. 1st prize, Ma Sin, 2nd prize, Li San-mui, 3rd prize, Mak Mui. Class 4. 1st prize, Li Kam-i, 2nd prize, Ch'am Chum, 3rd prize, Ts'm Cheung-tsoi.

Chinese Embroidery.—1st prize, Ts'u Mi-in, 2nd prize, Sham Yuk-lin, 3rd prize, Chan Chun-nan.

Thanks are due to the following gentlemen for their kind subscriptions to the Piano, Prize, and Library fund of this school:—His Excellency Sir William Robinson, Hon. E. R. Belilios, Hon. J. J. Bell-Irving, Hon. A. Maconachie, Right Rev. Bishop Burdon, Rev. B. Cobbold, Dr. Eitel, Captain Anderson, Captain Burnie, Messrs. J. M. Armstrong, R. Cooke, R. Crook, Victor Deacon, H. L. Dennys, D. Gillies, J. D. Humphreys, Ho Tung, Ho Fook, Ho Amei, T. Jackson, Ku Fai Shan, G. J. W. King, T. Lammert, Lau Wy Cheun, H. N. Mody, W. Quincey, A. Rodger, C. W. Richards, R. Shewan, D. Sassoon, Findlay Smith, Tong Wan, Tong Long-hin, W. Tarn, Wai Lun Shek, Harry Wicking, R. Wright, Yeung Wai-on, per the Misses Lizzie Abraham, May Hunter, Ella King, Maude Parker.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the sixty-second report of the Court of Directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 15th August, at Noon:—

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen.—The directors have now to submit to you a general statement of the affairs of the Bank.

and balance sheet for the half-year ending 30th June, 1896.

The net profits for that period, including \$312,780.12, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to \$1,470,795.36.

The directors recommend the transfer of \$250,000 from the profit and loss account to credit of reserve fund, which fund will then stand at \$6,000,000.

After making this transfer and deducting remuneration to directors there remains for appropriation \$1,205,795.36, out of which the directors recommend a dividend of one pound and five shillings per share, which will absorb \$444,444.44.

The difference in exchange between 4s. 6d., the rate at which the dividend is declared, and 2s. 2½d., the rate of the day, amounts to \$461,215.94.

The balance \$300,134.98 to be carried to new profit and loss account.

AUDITORS.

The accounts have been audited by Mr. F. Henderson and Mr. C. S. Sharp, the latter acting in the absence of Mr. S. G. Bird.

A. McCONACHIE,
Chairman.

Hongkong, 30th July, 1896.

ABSTRACT OF ASSETS AND LIABILITIES, 30TH JUNE, 1896.

LIABILITIES.	\$	c.
Paid-up capital	10,000,000.00	
Reserve fund	5,750,000.00	
Marine insurance account	250,000.00	
Notes in circulation	9,092,856.67	
Current account—		
Silver	\$43,423,286.22	
Gold, £6,315,097.14s.2d.—	57,191,146.11	
	100,614,432.33	
Fixed deposits—		
Silver	\$36,286,777.44	
Gold, £2,770,788.9s.10d.—	25,088,624.82	
	61,375,402.26	
Bills payable (including drafts on London Bankers and short sight drawings on London office against bills receivable and bullion shipments)	14,826,365.24	
Profit and loss account	1,470,795.36	
	\$203,378,851.86	
ASSETS.	\$	c.
Cash	52,409,687.26	
Bullion in hand and in transit	5,869,757.57	
Indian and Colonial securities	8,892,234.11	
Investments, viz:—		
£250,000.00 2½ per cent. Consols lodged with the Bank of England as a special London reserve. \$1,900,000.00		
£661,050.00 Consols and other sterling securities	5,896,301.89	
	7,796,301.89	
Bills discounted, loans, and credits	61,108,194.80	
Bills receivable	71,727,698.41	
Bank premises	974,977.82	
Dead stock	100,000.00	
	\$203,378,851.86	

PROFIT AND LOSS ACCOUNT, 30TH JUNE, 1896.

To amounts written off:—	
Remuneration to directors	15,000.00
To dividend account:—	
£1 5s. per share on 80,000 shares—	
£100,000 at 4s. 6d.	444,444.44
To dividend adjustment account:—	
Difference in exchange between 4s. 6d., the rate at which the dividend is declared, and 2s. 2½d., the rate of the day	461,215.94
To transfer to reserve fund	250,000.00
To balance carried forward to next half-year	300,134.98
	\$1,470,795.36

Cr.	\$	c.
By balance of undivided profits, 31st December, 1895	\$	312,780.12
To amount of net profits for the six months ending 30th June, 1896, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due	1,158,015.24	
	1,470,795.36	

RESERVE FUND.	\$	c.
To balance	6,000,000.00	
	\$6,000,000.00	
	\$	c.
By balance, 31st December, 1895	5,750,000.00	
By transfer from profit and loss account	250,000.00	
	\$6,000,000.00	

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LD.

The ordinary half-yearly meeting of the shareholders in the above Company was held at the office of the Company, 18, Bank Buildings, on the 31st July. Hon. E. R. Belillios presided, and there were also present Hon. J. J. Bell-Irving, Messrs. F. A. Gomes, J. Kramer, N. A. Siebs (Directors), T. Arnold (Secretary), Capt. A. Tillett, Messrs. A. A. da Cruz, E. J. Moses, F. E. C. Georg, J. R. Michael, S. H. Michael, G. H. Potts, J. S. Perry, D. W. Craddock, D. E. Brown, W. D. Graham, C. H. Thompson, Woo Hon, and Chnn Chai.

The CHAIRMAN said—Gentlemen, as you have now had the report and accounts before you for some time, I would propose that they be taken as read. When we last met I ventured to predict that, with a cheaper coal contract, we would show an even better result of the steamers' working than that attained for the previous half year, and I am glad to say that that prediction has been amply verified by a substantial increase of \$17,000, while as compared with the corresponding six months of 1895 an improvement of \$45,000 is shown. The repairs account has been somewhat heavy, for the reason explained in the report. In the early part of the half year, in consequence of the sudden development of a flaw in one of the paddle shafts of the *Honam*, that steamer had to be laid up for over a month to have a spare shaft fitted, and advantage was taken of this lengthy lay-up to have considerable other repairs effected, which in the ordinary course would have stood over until next docking. With regard to the other shaft, I may say that your directors, acting upon the advice of experts, deemed it prudent to make arrangements changing that one also. A new shaft was consequently ordered from England, the cost of which is included in the accounts now before you, but the expense of fitting it will attach to the current half year. Besides this, there will be the usual annual docking and repairs of the *Pawan* and *Heungshan* and an overhaul of the *White Cloud*, but with the substantial amount carried forward I trust that not only will all these expenses be met, but that at the end of the year we shall be able to do something further towards writing down the book values of our steamers. The opening of the West River is still a matter of the future; but I may say that the result of the journey to Wuchowfu made by Captain Clarke has been the acquisition of much valuable information which will be of great use to us when this long talked-of event comes about. Good progress has been made with the two small steamers now being built for us by the Dock Company and we hope to see them usefully employed before the end of the year. With the refund of four lakhs of capital you will observe that there has been a corresponding diminution of the item "interest on investments," the Company only having had the use of these funds for about six weeks in the early part of the year. The difference in our interest account consequent upon this return of capital will be some \$25,000 a year. The condition of our investments continues satisfactory. During the half year a realisation was effected, showing a profit of nearly \$19,000, which is included in the profit and loss account. The remaining investments stand at what we consider safe values, while the amount at credit of investment fluctuation account is practically the same as that of last half year. With regard to the item "property foreclosed," this is scarcely the sort of asset that your directors care to hold for a lengthened period, and I am glad to say that arrangements have been made whereby it will be expunged from our books shortly without loss to the Company. Before concluding, I must express the regret felt by the Board, which doubtless will be shared by many of those present, at the news which we have recently received of the death of our Commodore, Captain Lefavour, an old and faithful servant of the Company. It does not occur to me to say anything more gentlemen, beyond mentioning the fact that the current half year has opened well, and I would therefore now propose the adoption of the report and accounts; but before doing so I shall be pleased to answer any questions which shareholders

may wish to put regarding the matters now before the meeting.

No questions being asked, the report and accounts were thereupon unanimously adopted on the proposition of the CHAIRMAN seconded by Mr. BROWN.

The CHAIRMAN—The other business, gentlemen, is the re-election of the retiring directors, Mr. N. A. Siebs and the Hon. J. J. Bell-Irving.

Mr. GEORG—I beg to propose that the retiring directors be re-elected.

Mr. POTTS seconded.

Carried unanimously.

The retiring auditors, Messrs. A. O'D. Gourdin and F. Henderson, were unanimously re-elected on the proposition of Capt. TILLET seconded by Mr. J. R. MICHAEL.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready to-morrow morning at 10 o'clock. I thank you for your attendance.

HONGKONG GOLF CLUB.

BEST SCORE CUP FOR JULY.

Rev. J. Vallings	103	18	85
Mr. C. H. Grace	98	12	86
Mr. C. E. Hume	98	4	94

THE CAPTAIN'S CUPS.

The Captain's Cup for August was easily won by Mr. Vallings, his score being exceptionally good, taking into consideration the heavy state of the lies. This is the first competition in which the hurdle hazards have played a part, and possibly they may account for the large number of entries and few returns.

CAPTAIN'S CUP.

Rev. J. R. Vallings	89	14	75
Mr. J. M. T. Thomson	93	12	81
Mr. E. M. Knox	113	24	89
Mr. F. J. Badeley	105	16	89
Mr. C. E. Hume	94	4	90
Mr. E. A. Ram	102	11	91

29 Entries.

POOL.

Mr. C. E. Hume	94	4	90
Mr. W. A. Duff	108	12	96
Mr. C. A. Tomes	113	15	98
Mr. C. H. Grace	110	12	98

Several others no return.

JAPAN TIDAL WAVE RELIEF FUND.

Subscriptions already acknowledged \$3,983	
Mr. Thomson	25
G. W. F. P.	20
C. Duncan	10
Hongkong Telegraph	45
C. P.	5

\$4,088

The Treasurer of the Japan Tidal Wave Relief Fund informs us that the sum of \$4,000 was remitted to the Committee of the Kobe Relief Fund on the 31st July by wire.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE RECENT TYPHOON.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—It might be interesting if some of your readers would state what were the greatest oscillations of the barometer observed by them during the past storm. Here, near the summit of Mount Kellett, I observed the aneroid needle on one occasion to vibrate through two-tenths of an inch, and several times over an interval of more than one-tenth, minor oscillations being of course very frequent. So violent and sudden were the alterations of pressure that they affected the drums of the ear, producing for the moment the same feeling as one experiences when going up and down the steepest part of the tramway.

The lowest point touched by the barometer here was 27.1, which point the needle once reached for an instant during a furious squall, but the lowest point at which it remained at all steady was 27.25. The typhoon, which before the barometer began to rise consisted chiefly in a succession of terrific squalls, changed its

character after that event and blew a steady hurricane, the oscillations of the barometer at the same time becoming much smaller and eventually dying away altogether.

I should add that the aneroid barometer from which the above readings were taken is a new one just received from England and is compensated for temperature.

MT. KELLETT.

Hongkong, 1st August, 1896.

POSTAL DEFICIENCIES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—As the question of providing improved accommodation for the existing Post Office is now under discussion, you will perhaps grant me space to note one or two other points about the postal arrangements here which seem unsatisfactory to the casual visitor in these parts. In the first place, why is there not a sub-Post Office at Kowloon? The geographical situation of Kowloon seems to require it, the population there would fully justify it, and it would further to some extent relieve the congestion at the central office. The convenience to residents of Kowloon would be very great, especially under the present rule, which requires them to send to the latter place for parcels, nor would the extra expense be large. Indeed, as every extra convenience in the way of posting letters, &c., tends to increase their number, the additional cost would probably ere long be considerably discounted by increased revenue from postage stamps. Most big towns with any pretensions to an efficient postal service have sub-post offices in districts far easier of access to the central one than is Kowloon to Hongkong. This former place has apparently to put up with a single pillar box, but is fortunate compared with other places outside Victoria and the Peak District, where there are, it seems, no facilities whatever for either the collection or delivery of correspondence. Surely places such as Pokfulam and Aberdeen might at least have a pillar box.

Secondly, for what occult reason does the Hongkong Post Office depart from the practice prevailing in most civilised countries and decline to deliver parcels at the addressees' residences? The only possible reason one can think of (beyond that of saving the department trouble) is the fear that they might be stolen by the postman. Obviously the way to guard against this is to employ men on higher pay, giving substantial security for this work, as is done in India. Those of your readers who have lived in that country will probably be able to assuage any fears the Postmaster-General may feel on the subject. The present practice undoubtedly causes a good deal of delay and inconvenience to many of us.

Perhaps attention might also be directed to the somewhat curious hours—noon and 4 p.m.—for delivery at the Peak. It would be difficult to understand how the convenience of the residents can possibly be served by the selection of such hours as these. I would suggest 7.30 a.m. and 4 p.m. as more suitable, the former delivery being delayed in cases where the mail has arrived at or passed Gap Rock by 7 o'clock.

I can hardly close this letter without advertising on the very dirty condition of some of the pillar boxes, which would be considered discreditable in a bankrupt South American republic. Surely an extra coat of paint all round would not ruin the Post Office. Why, also, are not the pillar boxes provided with slips showing the time of next delivery. There may of course be very satisfactory and sufficient reasons for the above deficiencies of the local Post Office,—even for the disreputable condition of certain pillar boxes. All I can say is that these reasons, if they exist, do not commend themselves to the, perhaps, somewhat obtuse intelligence of an

OUTLANDER.

Hongkong, 3rd August, 1896.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram from the Mine, being the result of the July clean-up:—"The mill ran 27 days crushing 1,100 tons of ore yielding 515 ozs. of smelted gold, sixty tons of concentrates calcined yielding 84 ozs. of gold."

FRANCHISES ON THE CHINESE CUSTOMS SERVICE.

We translate the following article from the *Courrier d'Haiphong*—

When the Chinese Imperial Customs Service was established the administration was entrusted to three directors—an Englishman, a Frenchman, and an American. They represented the countries which had first signed treaties with China, and they protected the interests of their nationals in order to maintain the balance of the privileges that these treaties conferred upon them. Very soon, however, in consequence of numerous incidents, the office of director fell into the hands of a single high functionary, the English director. Needless to say, he used all his efforts to secure the preponderance for his nationals, who obtained the greatest number and the most important of the appointments. Other nations having afterwards opened relations with China, they were also allowed to place a certain number of their subjects in the Imperial Customs Service. Germany especially has profited by this privilege, and has sent to China men of sterling merit. As every one knows, France greatly contributed to the opening of China to foreign trade, and she had a right to preserve a preponderant position in the Customs Service. However, her nationals to-day figure only in the fourth rank and with rare exceptions they occupy only inferior positions. The English, the Americans, the Germans have taken possession of the most important and most lucrative appointments. It is only recently—perhaps on account of the important part played by France in the events that followed the China-Japan war—that the Inspector-General has seemed to care to appoint a Frenchman to an important post, that of Commissioner. It has been known all along that the Inspector-General sought only to favour his own countrymen. However, we cannot blame him, himself an Englishman, for having systematically overlooked the Frenchmen. France is responsible for her own indifference. What has she done to combat English influence? Has she even tried to maintain her privileges in China? While many young men well educated and energetic, from the best schools in England, America, and Germany, seek to employ their education in the Chinese Customs Service, where they expect some time to attain to magnificent situations which are veritable sinecures, Frenchmen prefer to serve in the administration of their own country with emoluments that are often ridiculously small. The young Frenchman of to-day has a scientific and practical education which compares favourably with that of the graduates of Oxford or Harvard. Why does he not try to find, and why does his country not aid him in finding, lucrative employment abroad, thus contributing to augment the influence which his country wishes to acquire?

The present Inspector-General of the Chinese Customs is, it is said, fatigued physically and mentally. He would have left his heavy task long ago had he not feared to be replaced by some one other than a countryman. A rumour is in circulation that M. von Brandt returned to China solely to solicit the succession for M. Huart, but as M. von Brandt is himself in a precarious state of health, conjectures of all kinds are indulged in. Now, France cannot remain either indifferent or inactive in the struggle which is approaching. At present she is hardly represented at all in the Customs service, although that is in China, after the Consular Service, the most important Service for foreigners. China is organising herself and it would not be surprising if she decided to employ a larger number of foreigners in her divers administrations. In return for the services which France has rendered to her it would be easy for our Minister to secure the appointment of a large number of our nationals. In the meantime, let France, as before, have a voice in the direction of the Customs. If only one man is required at the head of the service it would be well to secure that there should be associated with him an Administrative Council formed of the Ministers of the countries having treaties with China. In Tonkin complaints are made of the plethora of functionaries; China is at hand

to serve as an outlet, and the agents of the Protectorate could find there their own advantage and that of France, as well as that of China, provided that only first-rate men be sent. What educational qualifications will be required of them? A knowledge of English and Chinese, colloquial Mandarin, that is, the spoken Mandarin. There is nothing to prevent these gentlemen acquiring even at Harbin these indispensable qualifications, except to perfect themselves by practice. China is at the moment sympathetic towards Frenchmen. Let us profit by this disposition? Before long the Chinese Government will have need of foreigners for her Customs, Postal, and Telegraph Services, perhaps even for her internal administration. A large number of Frenchmen could easily find there employment for their energies and abilities. Only the will is required.

A CHINESE NATIONAL BANK AND ANOTHER LOAN.

Peking, 17th July.

A short time ago an official Chinese National Bank was projected by Dr. Yung Wing, the capital of which was to be ten millions of taels, provided by the Board of Revenue. This scheme has fallen through. The Russo-Chinese Bank entered the breach and through the Russian Minister a plan of a National Bank under its auspices was presented to the Chinese Government. The matter was referred to the Board of Revenue. It was intended that the Bank should collect taxes, coin money, issue notes, make loans, and, in short, transact throughout the Empire all Government business. The scheme reminds us somewhat of the celebrated one of Mitkiewicz which Li Hung-chang so foolishly sanctioned a few years ago. It was, of course, doomed to failure, its octopus-like grasp embracing too much. The hand that would grasp too much is in danger of losing all. The idea of starting a non-official Bank met with some encouragement and the idea is not abandoned, only in abeyance at present. The Deutsch-Asiatische Bank next essayed to secure the concession and a petition to this effect and embracing very much the terms of the Russo-Chinese Bank was presented to the Board of Revenue, but it too was rejected. The last attempt is that of an American Syndicate with the assistance of the projector of the official Bank, and backed up it is said by the former Chinese Minister to the United States who is one of the Vice-Presidents of the Board of Revenue, and it is reported that it is likely to succeed. It would have foreigners in its employ who would be distributed all over China. Such a scheme looks favourable. The United States Legation is doing all within its power, as is natural, to assist this Syndicate of its nationals, and they have an able advocate and friend in H.E. Chang Yin-huan, who is both a Minister in the Foreign Office and an official of the Board of Revenue. Dr. Yung Wing has been his guest during his stay at the capital.

The Government is in such a state of impecuniosity that the Board of Revenue has been casting about to see whether they could negotiate another loan, say of some eight millions sterling, on the security of the remainder of the Customs revenue, and also some five millions sterling on the internal revenues of the country on the security of the Board of Revenue. The matter was brought before the Russo-Chinese Bank, which was willing to negotiate the loans, taking them in the above order. The matter, however, on being referred home was neglected, the contract with the Hongkong and Deutsch-Asiatische Banks forbidding the Chinese Government contracting any loan until six months after the issue of the last loan. Had that loan been made in one issue, the Chinese would have been free to make another loan in the autumn, but as the Syndicate by No. 2 clause of the contract were at liberty to make two issues of the 16-million sterling loan, the second issue, however, to be within six months, and as of the first by clause 10, the whole loan must be placed in the market before the Chinese Government can negotiate other loans, it is evident that the Chinese Government are labouring under a severe misapprehension if they suppose they can now contract another loan. The Government has therefore months to wait from the

time of signing the last loan before it can go into the market. The syndicate is not likely to place the second issue of the remainder of the loan, viz., six millions sterling, on the market in the dead season. The New American National Chinese Bank if established should be able to meet China's pecuniary difficulties. We understand the arrangement is as good as settled, if not definitely so.—*N. C. Daily News* correspondent.

THE "STRATHESK" DISABLED.

HEROIC CONDUCT OF THE OFFICERS ON THE "PAOTING."

Shanghai, 27th July.

The steamer *Paoting*, Captain Gyles, arrived here yesterday from Swatow, having towed the steamer *Strathesk* from 20 min. S.E. of Patchekok to Woosung. It was a terrible job, the two ships frequently parting company, and the crews working night and day, from the 24th to the 26th, both days included. A mountainous typhoon swell prevailed, and both ships were rolling rails under water.

We regret that want of time and space compel us to give only a comparatively bare statement of facts, with a very slight allusion to the heroic conduct of the captain and his officers, though their praiseworthy perseverance, in spite of seemingly insurmountable difficulties, is deserving of something more than mere mention. The *Paoting* first sighted the *Strathesk* in company with another steamer, which proved to be the Norwegian steamer *Normandia*, Capt. Berg, and which was standing by to render assistance to the distressed vessel in case of emergency. The two vessels were at anchor, and the *Strathesk* was flying signals of distress. The captain of the *Paoting*, in spite of the mountainous sea that was running at the time, offered to tow the *Strathesk* in, as it was ascertained that she had lost all the blades of her propeller in the late typhoon. Captain Gyles's offer was accepted, and a 4-inch wire hawser and 6-inch Manila hawser were attached to the *Strathesk's* cable. At 7.30 p.m. the *Paoting* commenced to go ahead, but at 2.30 a.m. the tow-lines carried away. The *Paoting* anchored and stood by till morning. The next efforts to tow were futile, on account of the heavy sea that was running. Success finally attended the untiring efforts of the *Paoting's* officers and another start was made, the cable, however, again parting at 9.30 a.m., and an examination showing that the eye had drawn away where it was made fast to the *Strathesk's* cable. Both vessels anchored, and it was decided to take the *Strathesk's* cable on board the *Paoting*. At this stage, however, the Chinese crew became mutinous, and it was only by the exercise of great patience and persuasion that they could be got to work again at all, the officers even then having to do all the dangerous work. Finally, the cable was got on board, after the utmost difficulty had been experienced. At 4 p.m. the vessels proceeded and at 1.45 a.m. yesterday they arrived at Woosung without further accident. After the *Strathesk* had anchored, the *Paoting* swung and fouled her stern, driving in the *Paoting's* mooring chocks, but no other serious accident resulted. Too much cannot be said in praise of this heroic deed, and we would suggest some substantial recognition of the inestimable service rendered by Captain Gyles and his gallant officers be made.—*Mercury*.

PEKING.

20th July.

The funeral of the mother of the Emperor took place on Saturday, the eighteenth of July. The procession started about eight o'clock from the new palace of the late Seventh Prince in the northern part of the city, to which the young Emperor had gone after his morning audiences and the discharge of public business. First to go out of the north-west city gate was a long row of outriders and runners as in any ordinary official or Imperial procession. Then came the yellow covered chair of the Emperor, carried by twenty-four bearers. The Emperor was dressed in dark gauze, rather than in white cotton. Behind this chair was the sedan-chair carrying the only surviving brother, Prince Kung. Besides these two there were no other sedan chairs.

Later on in about half an hour came the magnificent hearse, covered in red and green and yellow satin, two tiers high. Behind this came two sedan-chairs, in one of which was the tablet. Behind these there were lead first an eagle, then a dog, and then two or three camels, as going forth to hunt in ancient times, to seize the birds, rabbits, and other objects on the prairie. Later on in the procession came the long row of men on mule-back and a few in sedan-chairs.

The place of burial is to the west of the summer palace, in a beautiful spot among the hills.

Each day the Emperor has continued to preside over the affairs of state, only discharging the ceremonies of the home after the duties of the Empire have been performed.

The young Emperor did not look any more sad as he rode forth to the burying-ground than he usually does, for he always looks sad and gloomy. There is nothing bright in his life, and uneasy indeed is the head that here wears the crown. One consolation, he has less fears than the young Czar of all the Russias. He is also more of a fatalist.

About the day of the great ceremonies, the President of the Board of Ceremonies, Li Hung-tao, asked for further leave of absence of fifteen days. He had another slight stroke of apoplexy, and while able to think clearly, he finds it difficult to talk. The foreign-trained physician, Dr. T'sao, has withdrawn from the case. He failed to "hitch on" well with the Chinese-trained doctors, neither did he altogether suit the wishes of the sick man. At present there are some ten native doctors looking after the welfare of the old man. Probably no official in Peking would be more missed by the Chinese than this aged official, if he should be taken away. He has a sincere interest in the preservation of the Empire, and though a conservative in former years, he is now inclined to adopt new methods of reform, if he can only be assured they are really sound and safe.

The distinguished English railroad speculator, George Wilson, has left for England. The American, Mr. Bash, has left for Shanghai, and the Austro-American, Adolph Spitzel, has also returned to Shanghai.

With the disappearance of these men others come to take their places, Mr. Marty, the much esteemed and capable Frenchman from Tonkin, and the owner of the steamship lines in that country, is here on private business relating to some losses incurred through Chinese action. He is one of the most noted collectors of coins and curios out here in the East.

A member of Ferbis and Co. representing Barlow has arrived. Mr. Spitzel, the agent for another company for building ships and gunboats, failed to get his plans before the Government. One cruiser, we understand, has been promised Admiral Dunlop as agent for Armstrong. But more are planned for. What, however, does China want of ships? She needs first of all thoroughly trained men, or the expenditure will go to nought, as before. Where are the men capable of manning or caring for the ships?

Nearly all the Foreign Ministers are away at the hills. The British and the American are living in the same temple, as the Russian secured the one formerly occupied by the British Legation. This period of resting has come as a relief to the tired Chinese Ministers. Very rarely do any of them, save Chang Yin-huen, appear at the Tsungli Yamen. Foreign affairs are regarded as the most important of all affairs, but it is no relish to these men to be continually placed in a position of assenting to all sorts of demands of the active representatives from abroad.

One of the new complications is with both France and Germany. This is due to the rebellion which arose in the northern part of Kiangsu and extended into the southern part of Shantung. In the former province are the French fathers and in the latter are the Germans. The latter are by far the more aggressive. In fact, we judge they are the most energetic and aggressive of all the Catholic missionaries in China. Starting with only five or six priests there are now more than twenty, over whom is the capable Bishop Anser. This Bishop, we have heard, has already come to Peking to de-

mand redress, though of this we cannot speak positively.

The officials from both Kiangsu and Shantung report that trouble has already died away, and all is peace. From Shantung it is also reported that the chief of the rebellion, a robber from the district of Ts'aochowfu, has been captured, and that his followers have all scattered. The merit of this goes to a Manchu just promoted to one of the Taotai circuits in Shantung, and who was for several years a much feared and upright prefect in Ts'aochowfu. It is reported that he slept from night to night in different rooms, and always with a gun by his side. He had no mercy for the lawless and more than once was his life sought. For his daring and just administration he will be rewarded.—*Mercury* correspondent.

HONGKONG.

The most violent typhoon that has visited the colony since 1874 intruded itself upon us last Wednesday night. At one period the hourly velocity of the wind was 108 miles, but thanks to timely warning of the approach of the storm most of the shipping in the harbour sought safe shelter, while residents made ample preparations for their protection. The damage done, however, was very serious, and unfortunately it transpired yesterday that altogether fifty-three lives have been lost in the vicinity of the harbour. On Thursday a meeting of the Sanitary Board was held, and on the following day the shareholders in the Hongkong, Canton, and Macao Steamboat Company held their half-yearly meeting. The prize distribution at the Belilios Public School took place on Friday.

We are glad to hear that Miss McIntosh is now out of danger and is expected to make a rapid recovery.

Owing to indisposition His Honour the Chief Justice was unable to preside at the distribution of prizes at the Belilios Public School on Friday.

On the 31st July two bodies were picked up in the sea near Tsimsatshui. It is probable they were those of persons who lost their lives during the typhoon.

Two more lots of land north of MacDonnell Road are advertised for sale. We believe all the land for some distance between Kennedy Road and MacDonnell Road at the western end has now been applied for, and building in that locality on an extensive scale will soon be in progress.

The popularity of Dr. Marques in Hongkong was again strongly testified on Sunday. Since his retirement from the Government service the doctor has been the recipient of many handsome tokens of the deeply rooted affection which hundreds of residents in the colony have for him, and when it was known that the kind hearted doctor was going to Macao to live with his father for a short period prior to proceeding to Europe to further pursue his studies it was resolved to specially charter a steamer and to accompany him to his father's residence. A committee was formed consisting of the following gentlemen:—Messrs. L. J. Xavier (President), A. J. V. Ribeiro (Vice-President), G. A. Yvanowich (Secretary), R. R. Roberts (Treasurer), R. M. de Souza, J. C. da Cunha, E. H. d'Aquino, E. Tse-Yat, Ng Fuk Shang, W. Quincey, A. R. Madar, J. D. Remedios, Leung Yun Po, F. X. V. Ribeiro, A. M. R. Pereira, A. A. H. Botelho, J. M. Remedios, F. O. Ozorio, F. d'A. J. Meneses. Subscriptions were readily forthcoming and on Sunday morning over four hundred of the doctor's friends assembled on the *Honam* and accompanied him to Macao. He met with an exceptionally warm reception both on boarding the boat in Hongkong and on arrival at Macao, and there were thunders of applause and much firing of crackers when he reached his father's house. The trip was most enjoyable and a band on board played many capital selections of music, one of which, "Pereira Marques," had been specially composed for the occasion. Many complimentary speeches were made on the way and also at Macao, and general regret was expressed at the departure from Hongkong of a man who has proved himself to be so sympathetically disposed towards anyone in need of advice and assistance.

The body of Captain Norman Jay, who was drowned in the harbour whilst an attempt was being made to rescue him from his schooner, the *Wuchowfu*, during the typhoon on Wednesday, was washed ashore at Wanchai on Friday afternoon. The interment took place on Saturday.

At nine o'clock on the morning of the 29th July about a hundred gamblers perched themselves on the top of a house in Queen's Road West, erected an awning, and sat down to a quiet game at fantan. The sport was in the most interesting stage when the police swooped down and made twenty-five arrests. The remainder got away scot free by making hazardous leaps from the roof. The defendants were taken to the Police Station and shortly afterwards fined \$3 each by the Magistrate.

We have had a visit from M.M. L. Leroy and H. Papillaud, French journalists who left Marseilles in January, 1895, on a voyage round the world, without a cent in their pockets and relying solely on their journalistic labours to defray their travelling expenses, in which they have thus far been entirely successful. They propose to visit Canton and Macao and then go on to Shanghai, and after seeing something of China to proceed homewards via Japan and America. Messrs. Leroy and Papillaud must not be classed with the individuals who undertake to show how easy it is to travel round the world by imposing on steamship agents and begging while on shore. Our French friends pay as they go and work for every cent they get. They publish a high-class journal entitled *En Route*.—Redaction et Administration: Dans le Monde—in which they give an account of their travels, with very excellent illustrations. This journal is printed in French and in the language of the country in which they happen to be at the time a number appears. The Indian numbers were printed in English, French, and Guzerati; and that published in Tonkin has a page in Chinese. As will be seen from the time they have been on their journey, they have made long stoppages at some points, but their visit to Hongkong will only be a short one, as they intend leaving for the north by the first steamer after their return from Canton and Macao.

COMMERCIAL.

TEA.

CANTON, 28th July.—Macao Congous.—Transactions during the past fortnight are reported at 4,000 boxes at Tls. 11½ to Tls. 16½ per picul. The demand, although greater than the previous fortnight, has not been general, and prices have ruled in favour of buyers. For Australia and the Continent business has been very much restricted, and the market closes quiet. Scented Caper.—There has been rather more doing during the period under review, settlements amounting to 14,000 boxes at Tls. 9½ to Tls. 24 per picul, making a total of 100,000 boxes, against 138,000 boxes up to the same date last year. Prices for Good Medium and Fine Teas have again ruled easier, but the lower grades shew no alteration. Scenting flower continues to be very scarce, and shipments are considerably curtailed on that account. Large stocks are held by natives, but they are not forcing sales, as they anticipate a good demand as soon as the first shipments reach London.

HANKOW, 27th July.—Business reported since the 13th instant is as under:—

	1896.	1895.
Settlements ...	30,747 ½-cts.	27,092 ½-cts.
Shipments to Shanghai on Native acct..	1,583 "	9,906 "
Consisting of the following Teas:—		
		per picul.
Ningchows...	3,051 ½-cts. at Tls.	9.00 to 18.00
Khemuus ...	517 "	13.30 to 14.50
Oopacks	7,330 "	7.70 to 22.00
Oonams	11,332 "	7.65 to 22.00
Oonfaas	7,206 "	9.60 to 26.00
Ichang	711 "	16.50 to —
The following are statistics at date compared with the corresponding circular last season:—		
Hankow Tea.	1896.	1895.
Settlements ...	545,816 ½-cts.	662,435 ½-cts.
Shipments to Shanghai on Native acct..	7,510 "	6,459 "
Stock	62,493 "	42,691 "
Arrivals.....	615,819 "	711,585 "

Kiukiang Tea.	1896.	1895.
Settlements ...	252,023 ½-cts.	209,285 ½-cts.
Shipments to Shanghai on Native acct..	1,795 "	nil.
Stock	21,734 "	18,079 "
Arrivals.....	275,552 "	317,364 "
The entire business to date as compared with the corresponding circular last year is as under:—		
For London and ...	1896.	1895.
America	234,000 ½-cts.	223,000 ½-cts.
For Russia	563,839 "	728,720 "
	797,839 "	951,729 "

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1896-97	1895-96
	lbs.	lbs.
Canton and Macao	2,134,258	2,996,796
Shanghai and Hankow	12,038,408	11,480,835
Foochow	5,976,754	7,509,809
	20,149,422	21,987,440

EXPORT OF TEA FROM CHINA TO ODESSA.

	1896-97	1895-96
	lbs.	lbs.
Shanghai and Hankow	18,603,398	26,676,398

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1896-97	1895-96
	lbs.	lbs.
Shanghai	2,459,775	8,104,571
Amoy.....	3,099,777	5,023,581
Foochow	1,131,222	1,608,212
	6,690,774	14,736,364

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1896-97	1895-96
	lbs.	lbs.
Yokohama.....	10,975,585	16,603,615
Kobe	3,180,870	6,007,908
	14,156,455	22,611,518

SILK.

SHANGHAI, 30th July.—(From Mr. A. R. Burkill's circular).—London advices are to 28th current; they quote Gold Killings 8/4½, Blue Elephant 10/6, and the Market "quiet." Raw Silk.—The absolute indifference of buyers is beginning to have effect, and there has been some weakness amongst holders during the week; they have not, however, as yet made up their minds to face the terms on which business could become current, and again I have to advise very small transactions. Tsatlees.—Only 10 bales have been settled, Bird Chun Ling at Tls. 405. Hangchows.—20 bales are reported sold at Tls. 340 for Pagoda Tinghow. Taysaams.—Green Kahing M have been booked at Tls. 342½, and some "Lie" Skeins at Tls. 275. Arrivals as per Customs Returns from 23rd to 29th July, 1,365 bales White, 42 piculs Yellow, and 23 piculs Wild Silks. The export of Steam Filatures to date is:—To London 2 bales, Continent 281 bales, and America 121 bales. Waste Silk.—The only business doing is in odd lots of old season's material. Arrivals are small. Pongees.—Small transactions in Shantung at Tls. 2.60 at 3.10 for 21 to 23 oz. goods, and at Tls. 2.6½ at 2.65 for 22 oz. and 25 yards; also in Honan Pongees at Tls. 4.70 for 28/30 oz. goods 19 in. by 19 yards.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1896-97	1895-96
	bales.	bales.
Canton	5,522	2,887
Shanghai	4,816	12,883
Yokohama.....	108	460
	10,446	16,180

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1896-97	1895-96
	bales.	bales.
Canton	312	2,349
Shanghai	230	2,036
Yokohama.....	62	876
	604	5,261

CAMPHOR.

HONGKONG, 4th August.—The market is not so strong as last reported. Quotations for Formosa are \$44.50 to \$45.00. During the past week sales have been 100 piculs.

SUGAR.

HONGKONG, 4th August.—The market is still dull and prices have further declined. Following are the quotations:—
Shekloong, No. 1, White... \$7.20 to 7.23 per picul.
do. " 2, White... 6.55 to 6.57 "
Shekloong, No. 1, Brown... 4.45 to 4.48 "
do. " 2, Brown... 4.27 to 4.30 "
Swatow, No. 1, White... 7.07 to 7.10 "
do. " 2, White... 6.45 to 6.48 "
Swatow, No. 1, Brown... 4.40 to 4.43 "
do. " 2, Brown... 4.24 to 4.27 "
Soochow Sugar Candy... 10.77 to 10.80 "
Shekloong " " 9.32 to 9.35 "

MISCELLANEOUS EXPORTS.

The American ship *Sintram*, Hongkong to New York, 24th July, took:—24,780 rolls Matting, 100 casks Soy, 77 cases Blackwoodware, 32 boxes Chinaware, 80 bales Rattanware, and 899 Packages Merchandise.

The steamer *Palawan*, Hongkong to London, 25th July, took:—110 bales Waste Silk, 50 bales Canes, 190 rolls Mats, 190 cases Chinaware, 19 cases Copper Gongs, 37 cases Blackwoodware, 20 cases Tea Sticks, 11 cases Silk Piece Goods, 5 cases Tea, 6 cases Turkey Opium, 300 cases Preserves, 6 cases Cigars, 42 packages Sundries, 253 bales Hemp, and 10,303 boxes Tea (216,365 lbs.).

The German steamer *Oceana*, Hongkong to Havre, 25th July, took:—1 case Silks, 6 packages Human Hair, 8 cases Feathers, 400 bales Hambooseraps, 2 cases Bristles, 8 rolls Matting, and 10 cases Paper; for Havre option Hamburg:—329 boxes Camphor, 35 cases Paper, 3 bales Human Hair, 26 cases Blackwoodware, 1 case Silks, and 45 bales Canes; for Havre option Hamburg option London:—182 cases Bristles, 1,502 boxes Camphor, 75 bales Canes, 50 bales Split Bamboo, 10 cases Cassia buds, and 4 packages Samples; for Havre option Hamburg option London option Antwerp:—225 bales Feathers; for Hamburg:—1,700 cases Cassia, 85 packages Firecrackers, 279 bales Duck Feathers, 35 cases Bristles, 550 boxes Camphor, 3 cases Silks, 4 cases Human Hair, 25 bales Rattan Shaving, 10 packages Rattanware, 107 rolls Matting, 12 cases Teasticks, 30 cases Fans, 21 cases Chinaware, 45 packages Canes, 23 packages Sundries, and 4 packages Tea; for Hamburg option London:—10 casks Ginger, and 40 cases Ginger; for Bremen:—500 cases Tea; for Copenhagen:—4 crates Rattan furniture; for New York:—20 cases Essential Oil.

The P. & O. steamer *Pekin*, Hongkong to Glasgow, 30th July, took:—1 case Cigars; for London:—88 cases Chinaware, 9 cases Silk Piece Goods, 75 bales Raw Silk, 520 boxes Tea (lbs. 10,920 Congon); for France:—365 bales Raw Silk; for Milan:—30 bales Raw Silk; for Trieste:—300 packages Tea.

OPIUM.

HONGKONG, 4th August.—Bengal.—There has been a rise in prices, and the market continues steady at the close. Closing quotations are \$705 for New Patna, \$715 for Old Patna, \$720 for New Benares, and \$720 for Old Benares.

Malwa.—There has been hardly any change to report; rates remain unchanged. Closing quotations are as follows:—

New \$730 with allance of 2 to 3 cts.
Old (2½ yrs.) \$750 " 1 to 2½ "
Old (6/10 yrs.) \$760 " 1 to 2 "
Persian.—Market remains steady. Closing quotations are \$550 to \$590 for Oily, and \$560 to \$645 for Paper Wrapped.

To-day's stocks are estimated as under:—
New Patna..... 2,150 chests.
Old Patna 190 "
New Benares 290 "
Old Benares 33 "
Malwa 360 "
Persian 800 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New	Old	New	Old	New	Old
1896.	\$	\$	\$	\$	\$	\$
July 30	697½	712½	712½	730	730	750/760
July 31	695	712½	712½	730	730	750/760
Aug. 1	700	712½	715	730	730	750/760
Aug. 2	700	712½	715	730	730	750/760
Aug. 3	700	712½	715	730	730	750/760
Aug. 4	705	715	720	730	730	750/760

RICE.

Hongkong, 4th August.—There is little change to report, the market continuing weak. Closing quotations are—

	per picul.
Saigon, Ordinary.....	\$2.20 to 2.22
Round, good quality	2.50 to 2.52
Long	2.62 to 2.65
Siam, Field, mill cleaned, No. 2 ...	2.22 to 2.24
Garden, " No. 1 ...	2.71 to 2.73
White	2.95 to 2.98
Fine Cargo	3.31 to 3.34

MISCELLANEOUS IMPORTS.

Hongkong, 4th August.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.—440 bales No. 10 at \$71.75 to \$75, 205 bales No. 12 at \$78.50 to \$80, 265 bales No. 16 at \$86 to \$91, 1,045 bales No. 20 at \$92 to \$96. Grey Shirtings.—800 pieces 8½ lbs. Red Joss at \$2.55, 750 pieces 10 lbs. Blue 5 Men at \$3.73, 800 pieces Blue Peach at \$2.80, 250 pieces 10 lbs. Blue 7 Boys at \$3.15, 300 pieces 8½ lbs. Blue Crab at \$2.32½. White Shirtings.—1,000 pieces 48 Reed at \$2.10, 750 pieces Red Dragon Reed at \$2.10. T. Cloths.—750 pieces 7 lbs. Mexican + Stags at \$2.10, 3,750 pieces 7 lbs. Mexican Red Stag at \$2.25. Drills.—150 pieces 16 lbs. Large Eagle at \$5.15.

Metals:—Tin.—100 slabs Foongchai at \$33.

SHANGHAI, 30th July.—(From Messrs. Nosl, Murray & Co.'s Piece Goods Trade report.)—It is not an easy matter to write much this week about the import market, as importers have entered few or no sales in their books, for the simple reason that there is no demand. The few transactions that, however, do appear show there is no tendency towards lower prices, but this no doubt is due to the action of dealers, who are doing very well with their stocks at the Outports and it is to their interest to maintain rates here. The news of the week from the Outports does not amount to much, except perhaps from Tientsin, whence we hear of the continued trouble of getting goods up the Peiho from Taku. At first this may appear to importers to be a serious nuisance, but on consideration it is doubtful if it is so, as it prevents an accumulation of stocks at Tientsin and thus tends to lessen the off-take into the interior, which at present is being made in a very satisfactory manner. From Newchwang advices continue satisfactory and it is said Drills and Sheetings are wanted there, but this is scarcely borne out here, to judge how clearances of these goods are being made. There is no change to report about Ningpo, while Szechuen and the River Ports remain very quiet.

Metals.—(From Messrs. Alex. Bielfeld & Co.'s report.)—31st July.—Business is what we may term dull in the extreme, in fact there is scarcely any business whatever doing worth recording. Natives continue to complain of the absence of demand from consuming districts, where stocks are reported to remain exceptionally heavy. Generally speaking, metals have continued dull and neglected, and although stocks are very much restricted, and in many cases not in proportion to requirements, it would be a vain attempt to form any decided opinion as to developments in the near future. Lead is reported firmer at home, and cargo "to arrive" cannot be done under Tls. 5.25, while "spot" L.B. is selling here at Tls. 5.10; the same remarks hold good about Copper and Yellow Metal Sheathing.

JOINT STOCK SHARES.

HONGKONG, 4th August.—The market has ruled fairly active since date of our last, but we have nothing of importance to report. Rates have ruled firm and sellers of the chief stocks are still unwilling to part. The market closes firm with an upward tendency.

BANKS.—Hongkong and Shanghai have continued in good demand at 192 to 193 per cent. prem.; very few shares have, however, changed hands. Nationals are enquired for at from \$27½ to \$28, but we have heard of no sales.

MARINE INSURANCES.—China Traders have changed hands at \$78½ and \$79, closing with probable sellers at the latter rate. Other Marines have been neglected at quotations.

FIRE INSURANCES.—Hongkongs have changed hands at \$330 and \$331, closing with buyers at the former rate. Chinas have ruled quiet at \$95 with sales, and closing with sellers.

SHIPPING.—Hongkong, Canton, and Macao have been negotiated at \$32.30, \$32.50, and \$32.75 ex div. closing with sellers at the last rate. Indo-Chinas have found buyers in small lots at \$53½ and \$52½, closing quiet. China Manilas have declined a point to \$72 with sales. Douglas's after small sales at \$65½ in the early

part of the week declined to \$65 with sales and more shares are obtainable at the rate. China Mutuals continue neglected without business.

REFINERIES.—China Sugars have continued weak at \$106 with small sales; at \$105, however, shares are wanted, but are not obtainable. Luzons have been done at \$66½, closing with sellers at \$67.

MINING.—Punjoms have continued very quiet and we have only small sales at \$14½ and \$14½ to report; market closes with buyers at the former rate. The July clean up gave 599 oz. gold from crushings and calcinings; result of cyanide clean up is not yet to hand. All other Mining stock has ruled very dull and we have heard of no business.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have further improved their position after more sales at 191 and 192 per cent. prem. Shares are wanted at the latter rate and probably a point higher could be obtained; holders, however, do not appear at all anxious to part. Kowloon Wharves have been negotiated at \$54 and \$53½, closing firm at former rate. Wanchais remain neglected and unchanged.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have continued to rule firm and sales have been effected at \$73½ and \$74 ex dividend, market closing firm at latter rate. Hotels have improved to \$29 with sales and buyers. West Points have changed hands at \$17, but more shares are wanted at the rate. Humphreys have been negotiated at \$9 in fair lots.

MISCELLANEOUS.—Green Islands have found buyers at \$17½ and \$17½, Watsons at \$12½ closing with buyers, and Fenwicks at \$27. We have nothing further to report under this heading.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[\$366½, buyers
Hongkong & Shanghai...	\$125	193 p. ct. prem.—
China & Japan, pref.	25	nominal
Do. ordinary...	£1 10s	nominal
Do. deferred...	£1	£2, buyers
Natl. Bank of China		
B. Shares	£8	\$28, buyers
Founders Shares...	£1	\$100
Bell's Asbestos E. A. ...	15s.	\$7, sellers
Brown & Co., H. G. ...	\$50	\$6, seller
Campbell, Moore & Co.	\$10	\$8
Carmichael & Co.	\$20	\$8
China Sugar	\$100	\$105, buyers
Dakin, Cruick's & Co.	\$5	\$1, buyers
Dairy Farm Co.	\$10	\$5
Fenwick & Co., Geo. ...	\$25	\$27, sales
Green Island Cement...	\$10	\$17½, sales
H. & China Bakery ...	\$50	\$30
Hongkong & C. Gas ...	£10	\$110, buyers
Hongkong Electric ...	\$8	\$6.80, sal. & buyers
H. H. L. Tramways ...	\$100	\$96
Hongkong Hotel	\$50	\$29, sales & buyers
Hongkong Ice	\$25	\$106.
H. & K. Wharf & G. ...	\$50	\$54, sal. & buyers
Hongkong Rope	\$50	\$126, sellers
H. & W. Dock	\$125	192 p. ct. prem.—
Insurance—		[\$365, sales & b.
Canton	\$50	\$200, sellers
China Fire	\$50	\$95, sellers
China Traders'	\$25	\$79, sales
Hongkong Fire	\$50	\$330, sales & buyers
North-China	£25	Tls. 195, sellers
Straits	\$20	\$27, sales & buyers
Union	\$25	\$235, sellers
Yangtze	\$60	\$146½, sales
Land and Building—		
H. Land Investment...	\$50	\$74, sales & buyers
Humphreys Estate...	\$10	\$9, sales & sellers
Kowloon Land & B. ...	\$30	\$17
West Point Building	\$40	\$17, sales & buyers
Luzon Sugar	\$100	\$66½, sales
Mining—		
Charbonnages	Fcs. 500	72½
Jelebu	\$5	\$2.90
New Balmoral	\$3	\$2.50, sellers
Oliver's Mines, A. ...	\$5	\$7, sellers
Do. B. ...	\$2½	\$3.50, sellers
Punjom	\$4	\$14.25, buyers
Do. Preference...	\$1	\$3.70
Raubs	13s. 10d.	\$5.35
Steamship Coys.—		
China and Manila ...	\$50	\$72, sales & buyers
China Mutual Ord...	£5	£3, sellers
Do. Preference...	£10	£8.10, sales & sellers
Douglas S. S. Co. ...	\$50	\$65, sales & sellers
H. Canton and M. ...	\$15	\$32.75, ex. d. sal. &
Indo-China S. N. ...	£10	\$52½, sellers [sellers
Wanchai Warehouse Co.	\$37½	\$46
Watson & Co., A. S. ...	\$10	\$12.50, sal. & buyers

CHATER & VERNON, Share Brokers.

SHANGHAI, 31st July.—(From Messrs. J. P. Bisset & Co.'s report.)—Business has been rather brisker this week. Bank shares having been in strong demand. Banks.—Hongkong and Shanghai Banking Corporation.—Business was done early in the week at 186 and 187 per cent. premium. On the 29th a demand set in for shares, both locally and from Hongkong, and business was done at 189 and 190 per cent. premium. The market is now rather easier, and shares have been sold at 189 per cent. premium. National Bank shares are offering at \$28½. Bank of China and Japan shares are neglected. Shipping.—There is no change to report. Indo-China S. N. shares are weak with sellers. Docks.—Shares in Boyd & Co. have been sold at Tls. 197½ ex div. of Tls. 15, paid on the 29th, and S. C. Farnham & Co. shares have been sold at Tls. 207. Marine Insurance.—China Traders' shares are wanted at Tls. 192½ and Tls. 192. Unions are offering at \$235. Yangtzes have been placed locally at \$143 and to Hongkong at \$146 cash, at \$144 for August, and to Hongkong for the same date at \$150, and for September at \$160, \$147½, \$149 and \$150. Straits shares have changed hands at \$26½. Fire Insurance.—Hongkongs were placed to Hongkong at \$332½ and \$330. There are buyers there at the lower rate. Chinas were sold at \$95, but a forced sale was made at \$93, at which shares are wanted. Wharves.—Shanghai and Hongkew Wharf shares were placed at Tls. 125, and are offering. Hongkong and Kowloon Wharf and Godown shares are wanted at \$52½, and offering at \$54. Cargo Boats.—The Shanghai Cargo Boat Co. has declared an interim dividend of 7 per cent., payable on the 5th proximo, and the Co-operative Cargo Boat an interim dividend of 5 per cent., payable on the same date. Sugars.—Perak Sugars have changed hands at Tls. 43. China Sugar Refining shares have been sold at \$103 and \$107 cash, and for 31st October at \$110. Luzon Sugar Refining shares were placed to Hongkong at \$66, and are wanted. Lands.—Shanghai Land Investment shares were placed at \$78.80. Hongkong Land Investment shares were sold to Hongkong at \$75, and are wanted. Kowloon Land and Building shares changed hands at \$18½. Industrial.—A forced sale of Major Brothers shares was made at Tls. 40, at which shares are wanted. E-wu Cotton S. & W. shares were sold at Tls. 87½ and Tls. 85. Shanghai Ice shares were sold at Tls. 155. Miscellaneous.—Business was done in:—Shanghai-Sumatra Tobacco shares at Tls. 92½, Shanghai-Langkai Tobacco shares at Tls. 605 and Tls. 600, Shanghai Horse Bazaar shares at Tls. 66 cash and the same price for the 31st August, and Hall & Holtz shares at \$31. Loans.—Perak Sugar Company's 7 per cent. Debentures were sold at par plus the accrued interest.

Quotations are:—

Hongkong and Shanghai Banking Corporation.—\$361½.
National Bank of China, Ltd.—\$29.
National Bank of China, Ltd., Founders.—\$115.
Bank of China, Japan, and The Straits, Limited, pref. shares.—Nominal.
Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal.
Bank of China, Japan, and The Straits, Limited, deferred shares.—£2.
Indo-China Steam N. Co., Ltd.—Tls. 42.
China-Mutual Steam Nav. Co. pref. shares.—£3.50.
China-Mutual Steam Nav. Co. ord. shares.—£3 1s. 6d.
Hongkong, Canton and Macao Steamboat Co.—\$33½.
Douglas Steamship Co., Ltd.—\$62½.
Rovd & Co., Ltd., Founders.—Tls. Nominal.
Boyd & Co., Limited.—Tls. 2197½.
S. C. Farnham & Co.—Tls. 207.
Hongkong and Whampoa Dock Co., Ltd.—\$358½.
China Traders' Insurance Co., Ltd.—\$79.
North China Insurance Co., Ltd.—Tls. 192.
Union Insurance Society of Canton, Ltd.—\$235.
Yangtze Insee. Assocn., Ltd.—\$145.
Canton Insurance Office, Ltd.—\$200.
Straits Insurance Co., Ltd.—\$26½.
Hongkong Fire Insurance Co., Ltd.—\$327½.
China Fire Insurance Co., Ltd.—\$93.
Shanghai & Hongkew Wharf Co.—Tls. 125.
Birt's Wharf Hide-curing and Wool-cleaning Company.—Tls. 55.
Hongkong and Kowloon Wharf and Godown Company, Limited.—\$52½.
Sheridan, Consolidated Mining and Milling Company, Limited.—Tls. 34.
Punjom Mining Co., Ltd.—\$15.
Punjom Mining Co., Ltd., pref. shares.—\$3.90.
Jelebu Mining & Trading Co., Ltd.—\$3.

Raub Australian Gold-Min. Co., Ltd.—\$54.
 Shanghai Tugboat Co., Ltd.—Tls. 215.
 Taku Tug & Lighter Co., Ltd.—T. Tls. 111.
 Shanghai Cargo Boat Co.—Tls. 202.
 Co-operative Cargo Boat Co.—Tls. 195.
 Perak Sugar Cultivation Co., Ltd.—Tls. 43.
 China Sugar Refining Co., Ltd.—\$107.
 Luzon Sugar Refining Co., Ltd.—\$65.
 Shanghai Land Investment Co., Ltd. (fully paid).
 —Tls. 78.80.
 Shanghai Land Investment Co., Ltd. (Tls. 30 paid).
 —Tls. 58.80.
 Hongkong Land Invest. & A. Co., Ltd.—\$74.
 Kowloon Land & Building Co., Ltd.—\$184.
 Humphreys Estate and Finance Co., Ltd.—\$94.
 Major Brothers, Limited.—Tls. 440.
 Ewo Cotton Spinning & W. Co., Ltd.—Tls. 85.
 International Cotton Man. Co., Ltd.—Tls. 97.
 Laou-kung-mow Cotton Spinning and Weaving
 Co., Ltd.—Tls. 100.
 Soy Chee Cotton Spinning Co., Ltd.—Tls. 400.
 Shanghai Ice Company—Tls. 155.
 Shanghai Gas Co.—Tls. 254.
 Shanghai Waterworks Co., Ltd.—Tls. 251.
 Shanghai Sumatra Tobacco Co.—Tls. 82.
 Shanghai Langkat Tobacco Co., Ltd.—Tls. 600.
 Shanghai Langkat Tobacco Co., Ltd., Founders.
 —Nominal.
 Shanghai Horse Bazaar Co., Ltd.—Tls. 66.
 J. Llewellyn & Co., Limited.—\$45.
 Hall & Holtz, Ltd.—\$34.
 A. S. Watson Co., Limited.—\$12.
 Bell's Asbestos Eastern Agency, Ltd.—\$8.
 Hongkong Electric Co., Ltd.—\$7.

CLOSING QUOTATIONS. TUESDAY, 4th August. EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	2/24
Bank Bills, on demand	2/24
Bank Bills, at 30 days' sight	2/24
Bank Bills, at 4 months' sight	2/24
Credits, at 4 months' sight	2/24
Documentary Bills, 4 months' sight	2/3
ON PARIS.—	
Bank Bills, on demand	2.78
Credits, at 4 months' sight	2.824
ON GERMANY.—	
On demand	2.25
ON NEW YORK.—	
Bank Bills, on demand	534
Credits, 60 days' sight	554
ON BOMBAY.—	
Telegraphic Transfer	1864
Bank, on demand	1864
ON CALCUTTA.—	
Telegraphic Transfer	1864
Bank, on demand	1864
ON SHANGHAI.—	
Bank, at sight	724
Private, 30 days' sight	734
ON YOKOHAMA.—	
On demand	1/2 % pm.
ON MANILA.—	
On demand	16 % pm.
ON SINGAPORE.—	
On demand	1/2 % pm.
SOVEREIGNS, Bank's Buying Rate	8.90
GOLD LEAF, 100 fine, per tael	46.80

TONNAGE.

SHANGHAI, 31st July (from Messrs. Wheelock & Co.'s report).—There is a slight improvement to report in the amount of cargo going forward both to London and New York since our last circular was issued. For the latter port steamers are not doing badly, considering the absence of tea exports, and prospects in the south seem to be very encouraging. We trust before the issue of our next number we shall be able to advise our friends of the opening of the Pingsuey market, which will put a brighter aspect on things generally. Our coasting trade is almost at a standstill, and it is a relief to hear of an occasional charter, however low the rate of freight may be. There are a great number of steamers disengaged, all open to accept any sort of business. Rates of freight are:—London, by Conference Lines, general cargo 35s.; waste silk 40s.; tea 40s.; Northern Continental ports, by Conference Lines, general cargo 37s.; waste silk 40s.; tea 40s.; New York, by Conference Lines, general cargo 40s.; tea 40s.; New York via London, by Conference Lines, general cargo 40s.; tea 45s.; Boston, by Conference Lines, general cargo 45s.; tea 50s.; Philadelphia, by Conference Lines, general cargo 45s.; tea 50s. Above rates are subject to a deferred return, as per Conference circular. London, by German mail, Shell, and Rickmers' Lines, general cargo 31s. 6d. net; Hamburg, by German mail, Shell, and Rickmers' Lines, general cargo

31s. 6d. net; New York, by German mail, Shell, and Rickmers' Lines, general cargo 40s. less 10 per cent.; Havre direct, general cargo 32s. 6d. net; Genoa, tallow 32s. 6d.; general cargo 32s. 6d. net; Marseilles, tallow 32s. 6d.; general cargo 32s. 6d. net. 42s. 6d. per ton of 20 cwt. for above three ports. New York by sail, 20s. nominal; New York by Pacific Lines, 1 1/2 gold cents per lb. Coast rates are:—Mojito to Shanghai 90 cents nominal per ton coal; Nagasaki to Shanghai 90 cents nominal per ton coal.

VESSELS ON THE BERTH.

FOR LONDON.—Mirzapore (str.), Sunda (str.), Borneo (str.), Bengloe (str.), Orestes (str.), Euplectra (str.), Prometheus (str.).
 FOR MARSEILLES.—Maria Rickmers (str.).
 FOR BREMEN.—Sachsen (s.r.).
 FOR HAVRE.—Bellona (str.).
 FOR VICTORIA.—Hupeh (str.), Braemar (str.) Evandale (str.).
 FOR SAN FRANCISCO.—City of Peking (str.), Socotra (str.), Gaelic (str.), Sullej (str.).
 FOR VANCOUVER.—Empress of China (str.).
 FOR NEW YORK.—Manuel Llaguno, Charles E. Moody, Strathnevis (str.), Paul Revere.
 FOR PORTLAND.—Monmouthshire (str.).
 FOR BALTIMORE.—Isaac Reed.
 FOR AUSTRALIA.—Chingtu (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

July—
 29, Normandie, Norw. str., from K'chinotzu.
 29, Nord, Norw. str., from Bangkok.
 30, Pyrrhus, British str., from Foochow.
 30, Fushun, Chinese str., from Shanghai.
 30, City of Dublin, British str., from S'pore.
 30, Tetartos, German str., from Singapore.
 31, Phra Chom Klao, Brit. str., from Bangkok.
 31, Choysang, British str., from Canton.
 31, Hupeh, British str., from Saigon.
 31, Taiwan, British str., from Shanghai.
 31, Gaelic, British str., from San Francisco.
 31, Memnon, British str., from Sandakan.
 31, Monmouthshire, British str., from Moji.
 31, Nanchang, British str., from Swatow.
 31, Nerite, British str., from Nororossisk.
 31, Strathdee, British str., from Cardiff.
 31, Lothair, Italian bark, from Callao.
 31, Foohing Sney, Hawaiian bark, from Anjer.
 31, Bygdo, Norw. str., from Newchwang.

August—

1, Mathilde, German str., from Pakhoi.
 1, Chwnshan, British str., from Bangkok.
 1, Haimun, British str., from Coast Ports.
 1, Donar, German str., from Mauritius.
 1, Hongkong, French str., from Haiphong.
 1, Ivy, Amr. ship, from Singapore.
 1, Orient, German bark, from Singapore.
 1, Chiyuen, Chinese str., from Canton.
 1, Kirkhill, British str., from Bombay.
 1, Namyong, British str., from Singapore.
 2, Ariake Maru, Jap. str., from K'chinotzu.
 2, Haitan, British str., from Swatow.
 2, Lyeemoon, German str., from Canton.
 2, P. Chula Chom Klao, Brit. str., from B'kok.
 2, Taisang, British str., from Shanghai.
 2, Sabine Rickmers, Ger. str., from Swatow.
 3, Osborne, British str., from Moji.
 3, Patroclus, British str., from Liverpool.
 3, Taiwan, British str., from Canton.
 3, Oopack, British str., from Liverpool.
 3, Lightning, British str., from Calcutta.
 3, Casablanca, British str., from Celebes Isl.
 3, Machew, British str., from Bangkok.
 3, Frigga, German str., from Hamburg.
 3, Deuteros, German str., from Saigon.
 4, Triumph, German str., from Pakhos.
 4, Ernest Simons, Fr. str., from Shanghai.
 4, Saghalien, French str., from Marseilles.
 4, Empress of China, Brit. str., from Vancouver.
 4, Fushun, Chinese str., from Canton.
 4, Fuk Po, Chinese transport, from Canton.
 4, Peiyang, German str., from Chinkiang.
 4, Paoting, British str., from Swatow.
 4, Bygdo, Norw. str., from Canton.
 4, Holstein, German str., from Quinhon.

July—

30, Loosok, British str., for Swatow.
 30, Tantalus, British str., for Amoy.
 30, Hohenzollern, German str., for Yokohama.
 30, Sachsen, German str., for Shanghai.
 30, Bombay, British str., for Shanghai.
 30, Pekin, British str., for Europe.
 31, Elax, British str., for Yokohama.
 31, Cromarty, British str., for Shanghai.

31, Chittagong, British str., for Amoy, &c.
 31, Fooksang, British str., for Shanghai.
 31, Haitan, British str., for Coast Ports.
 31, Menmuir, British str., for Kobe.
 31, Panther, Austrian cr., for Shanghai.

August—

1, Pyrrhus, British str., for London.
 1, Ancona, British str., for Yokohama.
 1, Balmoral, British str., for Singapore.
 1, City of Dublin, British str., for Shanghai.
 1, Elizabeth, German bark, for Newchwang.
 2, Ask, Danish str., for Hoihow.
 2, Azamor, British str., for Kutchinotsu.
 2, Bygdo, Norw. str., for Canton.
 2, Bisagno, Italian str., for Bombay.
 2, Chelydra, British str., for Calcutta.
 2, City of Rio de Janeiro, Amr. str., for San Francisco.
 2, Mongkut, British str., for Bangkok.
 2, Olympia, British str., for Tacoma.
 2, Oslo, Norw. str., for Bangkok.
 2, Phra Nang, British str., for Bangkok.
 2, Strathdee, British str., for Hakodate.
 3, Mathilde, German str., for Hoihow.
 3, China, German str., for Saigon.
 3, Congella, British str., for Singapore.
 3, Yuehsang, British str., for Manila.
 3, Choysang, British str., for Shanghai.
 4, Apenrade, German str., for Saigon.
 4, Congella, British str., for Singapore.
 4, Saghalien, French str., for Shanghai.
 4, Loyal, German str., for Hoihow.
 4, Onsang, British str., for Kobe.
 4, Chiyuen, Chinese str., for Shanghai.
 4, Kirkhill, British str., for Kobe.
 4, Namyong, British str., for Amoy.
 4, Patroclus, British str., for Shanghai.
 4, Taiwan, British str., for Swatow.

PASSENGER LIST.

ARRIVED.

Per Lyeemoon, str., from Shanghai.—Miss Pfaimkueh, and Messrs. Meyer and Schmidt.
 Per Taiyuan, str., from Sydney, &c.—Mr. and Mrs. Knaggs, Mr. and Mrs. Mott, Mrs. Lowson, Miss Knaggs, and Miss Nelson, Messrs. Chamberlain, Mitchell, Elliot, Marangoni, Oatridge, and McLaughlin.
 Per Gaelic, str., from San Francisco.—Messrs. H. O. Rayner and G. D. Wise, Misses B. Smith and M. Hennessey.
 Per Haimun, str., from Coast Ports.—Mr. and Mrs. Mannich.
 Per Lightning, str., from Calcutta, &c.—Major W. de Hatton.
 Per Casablanca, bark, from Celebes Island.—Mrs. Cantley and child.

DEPARTED.

Per Changsha, str., for Sydney from Yokohama.—Mr. Cockshedge. From Hongkong.—Mrs. Rose Harman, Lieut. R. Alexander, R.N.
 Per Sachsen, str., for Shanghai from Bremen.—271 men for the German Navy. From Antwerp.—Mrs. Van der Stegen. From Genoa.—Messrs. Richard Genz and P. Giuseppe, Mr. and Mrs. Schoss. From Naples.—Messrs. L. Philipp and E. von Falkenhayn. From Colombo.—Mr. G. Fenchenslein. From Hongkong.—Messrs. J. Lauts Diener, H. Schroder, J. C. Melrose, and J. J. Francis.
 Per Hohenzollern, str., for Yokohama from Bremen.—Mr. J. Chemnitz. From Genoa.—Mr. E. Kroneck. From Colombo.—Mr. W. Friedlander. From Hongkong.—Mr. C. Georg, Miss S. J. Rowe, Messrs. Shan Loong and Kan Geong.
 Per Pekin, str., from Hongkong for London.—Mr. W. T. Hubbard, R.N. From Yokohama for Singapore.—Mr. S. Ukita. For London.—Mrs. Mompes and 3 children. From Shanghai for London.—Messrs. L. Plummer and Kaefer.
 Per Zafiro, str., for Manila.—Messrs. Thomas Balbas and Juquin Balbas.
 Per Fooksang, str., for Shanghai.—Mrs. Scott and child, Mrs. Brumfield, Rev. J. W. Davis.
 Per City of Rio de Janeiro, str., for Amoy.—Mr. Wingate. For Nagasaki.—Messrs. H. Hagan and Jno. Lister. For Yokohama.—Mr. J. Allen Hunt. For San Francisco.—Miss H. Lewis, Miss Nyrup and 2 children, Messrs. G. D. Wise and H. O. Rayner.
 Per Olympia, str., for San Francisco.—Capt. and Mrs. E. P. Sheppard, Mr. T. Reid, Mrs. and Miss Reid.